

Symons Valley Community Plan



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY



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Symons Valley Community Plan

Office Consolidation

February 2020,
September 2023

Bylaw 6P2001
Approved April 2, 2001



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION

Note: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	25P2002	2003 June 09	a. Map 1 - Replace b. Map 2 - Replace c. Map 3 - Replace d. Map 4 - Replace
2	26P2002	2003 June 09	a. Map 3 - Replace
3	27P2002	2003 June 09	a. Map 3 - Replace
4	4P2005	2005 June 20	Abandoned
5	14P2005	2005 June 20	a. Section 5.92 - text change b. Map 3 - Replace
6	18P2005	2005 June 20	a. Map 3 - Replace b. Adding Section 5.10
7	9P2007	2007 April 16	a. Map 3 - Replace b. Section 6.1.2 - text change
8	26P2007	2007 November 12	a. Map 3 - Replace
9	8P2008	2008 May 12	a. Delete and replace Map 1. b. Delete and replace Map 2. c. Delete and replace Map 3. d. Delete and replace Map 4. e. Delete text in Section 2.0 Vision And Principles, 2.1 Vision of the Future. f. Delete text in Section 7.2 Pedestrian Circulation, 7.2.2 (3) (b) Pedestrian Crossings.
10	20P2008	2008 December 08	a. Delete Section 5.10 Mixed-Use Commercial/ Residential Area. b. Add a new paragraph after the third paragraph in Section 2.1 Vision for the Future. c. Delete and replace Map 3. d. Add Map 3A. e. Add new Sections 5.10, 5.11, 5.12, 5.13, 5.14, 5.15, and 5.16. f. Add Appendix 1. g. Add Appednix 2.
11	25P2009	2009 July 13	a. Delete and replace Map 3.
12	55P2017	2017 September 12	a. Delete and replace Section 4.2. b. Delete and replace Section 5.10.2 (1)(a). c. In section 5.12.2.(1) insert new policy (c). d. Delete and replace Section 5.12.2(1)(c). e. Delete and replace Section 5.12.2(1)(e). f. Delete and replace Section 5.12.2(f)(c)(vii). g. Replace Section 5.13 Title. h. Delete and replace Section 5.13.1 in its entirety. i. Delete and replace Section 5.13.2 in its entirety. j. Deelte and replace Section 5.14 in its entirety. k. Section 5.16.2(1) delete references to Site A and Site D in the table. l. Renumber Section 5.16 Density Bonus to 5.17. m. Inser new Section 5.16 Pedestrian Oriented Multi-Residential Area.

Amendment	Bylaw	Date	Description
			<ul style="list-style-type: none"> n. After Section 6.2.2.(5) insert new subsection (6). o. After Section 7.3 insert new Section 7.4 Mobility - Transit Oriented Planning Area. p. Add text to the end of Section 11.1.1. q. Section 11.1.2(1) insert two new subsections (c) and (d). r. Delete and replace Section 8.0 in its entirety. s. Map 3 - Replace. t. Map 3A - Replace. u. Map 4 - Replace.
13	12P2020	2020 February 24	<ul style="list-style-type: none"> a. In Section 5.1.2 (1), delete and replace existing policy (c).
14	64P2023	2023 Septembr 19	<p>(a) In Section 5.12 Town Centre Area insert the following at the end of section 5.12.2:</p> <p>“(7) Policies for the Eastern Half of the Town Centre Area (Plan 2010394, Block 3, Lot 6)</p> <p>In addition to the policies listed above, the following additional policies apply:</p> <ul style="list-style-type: none"> (a) Building Design and Orientation <ul style="list-style-type: none"> (i) Residential buildings located along the western property line shall provide visual interest and a well-designed interface with the street. This may include front doors that face the street with pedestrian connections from the building to the street and minimizing long expanses of building frontage without any entrances. (ii) Buildings located along the eastern property line shall provide visual interest and reduce bulk and massing. This may include variation in the use and colour of materials. (iii) Loading areas, ancillary storage, utility meters, garbage collection, or other such services should be incorporated into the overall design so that the visual impacts are minimized or screened from the adjacent streets. (iv) Drive throughs located adjacent to public streets shall provide enhanced landscaping such as additional tree and shrub planting to minimize the visual impact. (v) Residential buildings should be designed to reduce the perception of overall massing and bulk. This can be done through building elements such as textures, building materials, vertical modulation, and stepbacks. Overly large buildings should be broken up into multiple buildings.

Amendment	Bylaw	Date	Description
			<ul style="list-style-type: none"> (b) Pedestrian Connections <ul style="list-style-type: none"> (i) A continuous uninterrupted pedestrian route should be provided through the site from the west to the east. This route should be defined through the use of wide sidewalks, enhanced tree and shrub planting, placement of building frontages, pedestrian-scale lighting, patterned sidewalks, lighting and public spaces to allow for safe and efficient connectivity to adjacent developments. (ii) On-site pedestrian circulation should form a clear and connected network linking building entries and public amenity spaces. (iii) Pedestrian connections within the site should be located and designed to minimize conflict with vehicles. (c) Landscaping <ul style="list-style-type: none"> (i) Where parking areas are located adjacent to the ravine enhanced landscaping should be provided to minimize the visual impact of the surface parking. This may include enhanced tree planting and amenity spaces for the adjacent residential building. (ii) Landscaped areas provided adjacent to buildings should be designed to allow for convenient movement of pedestrians between the sidewalk and building entrances. (iii) Landscaping located along the eastern property line should provide visual interest through the use of tiered retaining walls, enhanced planting, and/or natural features. (iv) Landscaped areas and setbacks on the western edge of the site shall provide a good pedestrian experience considering this is a connection from the pedestrian bridge on the north to the shopping street on Sage Hill Passage NW. (d) Slope Adaptive Development <ul style="list-style-type: none"> (i) Building grades on the site should be managed through building design and grading approaches. (ii) Where possible, the use of retaining walls should be minimized."

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted. Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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PART I

Symons Valley Community Plan



Symons Valley Community Plan

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Symons Valley Community Plan

EXECUTIVE SUMMARY

The Symons Valley area comprises approximately 1370 hectares (3385 acres) of land located in the northwest sector of Calgary immediately north of the Transportation and Utility Corridor.

The area was annexed to the city in 1989, as part of a comprehensive annexation, and it is currently identified for predominantly residential development in The City's *Municipal Development Plan (The Calgary Plan)*. Much of the land within the area has been acquired by development companies and is now being leased back for farming purposes. Given the growth pressures in the city, these companies requested that a community plan for the area be undertaken. The planning process for this plan commenced in early 1999 and involved the preparation of special engineering, transportation and planning studies, meetings with the developers and owners of the small landholdings and input from the City Administration, River Valleys Committee, School Boards and other interested parties. Public input took the form of several open houses and information sessions as well as a formal public hearing held in accordance with the *Municipal Government Act* prior to adoption of the plan by bylaw.

The resulting community plan provides a "blueprint" for the future development of Symons Valley, an area that will contain five distinct communities with over 54,000 residents. The foundation of the plan consists of a series of guiding principles, which have been established to address land use, transportation, servicing and other planning matters. These guiding principles include:

- ***creating strong and cohesive communities***
- ***developing viable commercial centres***
- ***providing local employment opportunities***
- ***fostering a sense of neighbourhood***
- ***accommodating a diversity of housing***
- ***meeting passive and active recreational needs***
- ***providing adequate school sites***
- ***conserving West Nose Creek and other environmentally significant lands***
- ***accommodating regional and community facilities***
- ***creating an efficient road network***
- ***promoting the use of public transit***
- ***encouraging walking and cycling***
- ***supplying suitable utility infrastructure***



1.0 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment in order to achieve an orderly and compatible pattern of growth and to enhance the quality of life of the future residents. The starting point for this process is a “community plan”.

The purpose of a community plan is twofold. Firstly, it refines and implements The City’s broader planning objectives as contained in its strategic planning documents (*Municipal Development Plan, Calgary Transportation Plan*) by promoting community development that is logical, compatible and sustainable. Secondly, it guides and directs specific land use, subdivision and development decisions, which together determine the form that a community will take.

To accomplish this purpose a community plan must establish a framework for the development of a community. This framework consists of a future vision, a conceptual design, policy statements and implementation actions that all work together to ensure that the plan is achieved. The framework should be concise, yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, it should promote creativity and innovation and be responsive to the ever changing demands of the marketplace. Simply stated, a community plan must be formulated with the understanding that planning is complex, and requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Authority of the Plan

The Symons Valley Community Plan is an Area Structure Plan as authorized by the *Municipal Government Act*, and adopted through a bylaw passed by Council.

The adopted plan comprises Part I (the white pages). Part II (the blue pages), containing the background information, does not form part of the adopted plan and has no legal status.

1.3 Timeframe of the Plan

The Community Plan is future-oriented and depicts how Symons Valley is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the plan although most of the proposed development is expected to be realized within 20 years. While the plan envisions a desired future, changes to the plan will inevitably be required to respond to new circumstances. Thus, to ensure that it remains current and relevant the plan will be reviewed and updated either generally or in regard to a specific issue as determined necessary by Council.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

The boundaries or locations of any symbols or areas shown on a map within the Community Plan are approximate only and not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as road or utility rights-of-way.

1.4.2 Policy Interpretation

The text accompanying a policy within the Community Plan is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the text and a policy, the policy will take precedence.

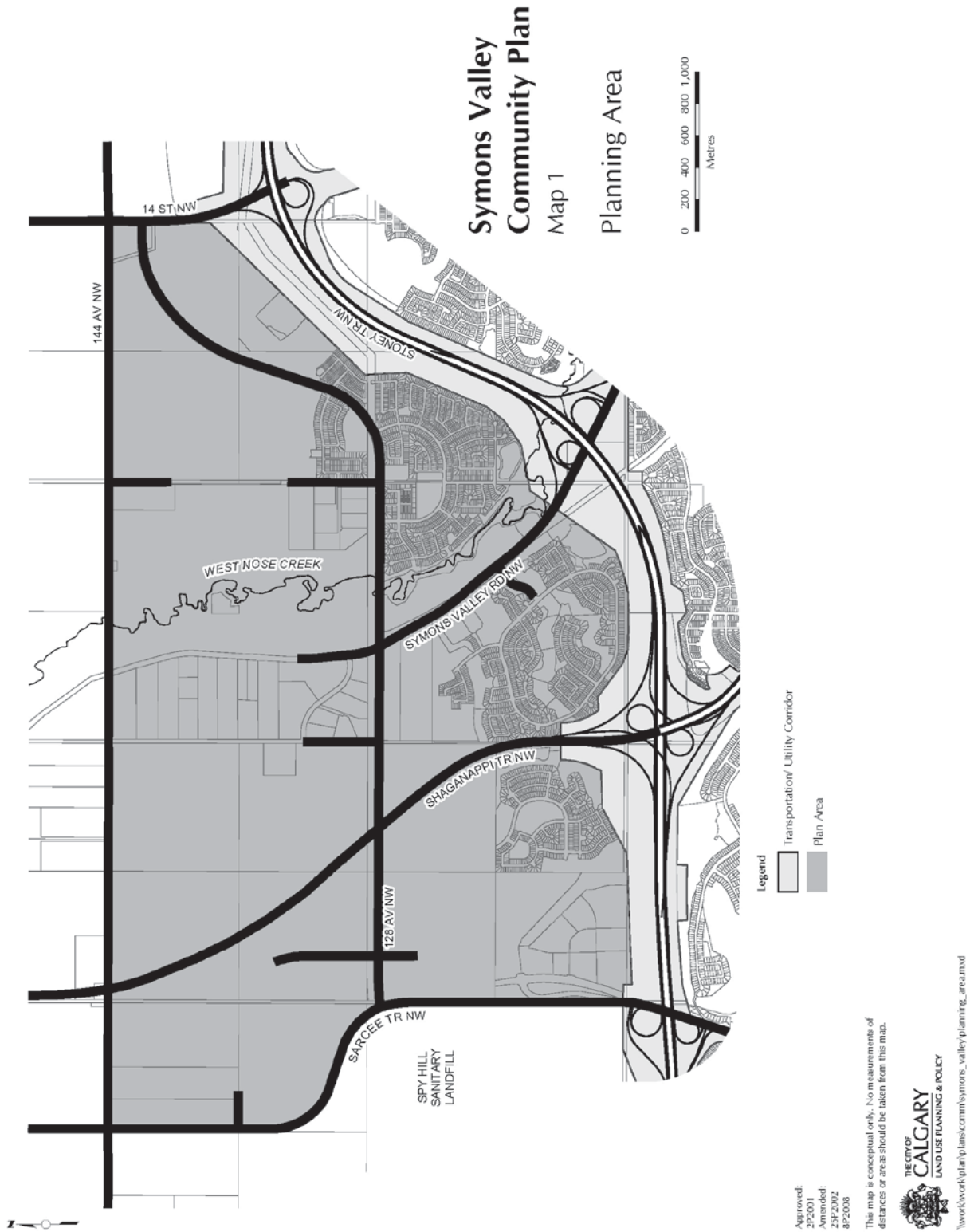
Where “shall” is used in a policy, the policy is mandatory. However, where actual quantities or numerical standards are contained within the policy such quantities or standards may be varied, provided that the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, and the general intent of the policy is still achieved.

Where “should” is used in a policy, the policy may be varied provided that the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible.

1.5 Application of the Plan

The Symons Valley Community Plan shall apply to the area shown on Map 1. This area is bounded by:

- 144 Avenue NW to the north
- Stoney Trail NW to the south
- 14 Street NW to the east
- Sarcee Trail NW to the west.



2.0 VISION AND PRINCIPLES

2.1 Vision of the Future

The Symons Valley area, in the year 2024, has been transformed into five thriving and successful communities with over 54,000 residents.

Shaganappi Trail NW, together with Symons Valley Road NW and Sarcee Trail NW bound these communities providing the main connections to the city centre. 128 Avenue NW, and the adjacent powerline right-of-way, extend through the area forming a strong east-west axis that integrates the communities.
Bylaw 8P2008

*On the west side of the Symons Valley area next to Sarcee Trail NW is a **business park**. The park provides local employment opportunities for the area, and supplies goods and services for workers and residents. The business park is linked to the adjacent communities through pedestrian pathways, encouraging people to walk to work.*

*The **Transit Oriented Planning Area** has become a thriving success for the Symons Valley community. A sustainable mixed use employment centre has become the ideal location for residents to live, work and play. Anchored by the BRT station where local residents use the park-n-ride facility, the mix of uses and well designed public realm provide for a walkable, pedestrian oriented and vibrant community. Higher density residential living in the midst of a wide range of public amenities has created a desirable and most sustainable place to live.*
Bylaw 20P2008

*Each community contains a number of neighbourhoods that have as their focus a **neighbourhood node**. These nodes consist of a concentration of housing, a transit bus stop, public open space, and where demand is sufficient a corner store or a daycare. Nodes promote transit use and social interaction and serve as a gathering place for residents.*

*Surrounding the nodes are **residential neighbourhoods**. While single-detached dwellings remain the most prevalent housing form, the neighbourhoods are diverse containing semi-detached dwellings, townhouses, apartments and other alternative residential development projects. In addition, special needs housing (senior citizen housing, subsidized housing and affordable housing) is interspersed throughout the residential area. The range of housing available appeals to many different income groups and allows people to remain in the community through successive stages of their lifestyle.*

*The residential area also contains **community-oriented** uses to meet the local shopping, recreational, social and spiritual needs of residents. These include neighbourhood commercial centres, child care centres, special care facilities, churches and other similar uses.*

Also serving the communities are centrally-located **core commercial centres**. These centres are thriving areas containing a variety of attractions including shops, services, schools and community facilities as well as higher density housing. People enjoy travelling to the core, since its location is convenient whether driving, cycling, walking or using transit, and it brings residents together for a variety of occasions.

Located on the periphery of Symons Valley are several **gateway commercial centres**. These centres contain predominantly retail and service commercial uses, including major anchor tenants (department stores, grocery stores, box retail) serving not just Symons Valley, but also the surrounding communities in the north sector of the city.

Natural open space is a major amenity in Symons Valley. The area is intersected by West Nose Creek and its related escarpments and ravines, which provide a **significant recreational feature** for residents and a **corridor for wildlife movement**. The escarpments and ravines accommodate the regional pathway system and development along them is sensitive to the natural environment.

Residents also enjoy a variety of formal **park space**. More **active recreational needs**—baseball, soccer, rugby and football—are accommodated on public and separate **school sites**. Other smaller parks throughout the residential neighbourhoods provide younger residents with **creative play areas**.

In addition to meeting educational needs, the **schools** within Symons Valley offer a broad range of **after-school services and programs**. In this expanded role the schools serve as "**beacons**" for the community. Community centres are located in close proximity to schools, or possibly attached to the school building itself.

Getting around within a community is made easy and convenient by **the road network and pedestrian system**. Connections to important destinations within the community such as the neighbourhood nodes and commercial centres are **short and direct**. And, the extensive pathway system encourages **walking and cycling**. In addition, **public transit service** provides a viable alternative to driving and helps to reduce dependency on the private automobile.

Overall, residents find the communities to be very enjoyable places in which to **live, work, learn and play**. People are better able to meet their needs closer to home and this, in turn, creates a **strong sense of community** and contributes to a **vital and healthy city**.

2.2 Guiding Principles

The following guiding principles have been established to serve as the foundation for the policies within the Plan:

- **Strong Identity**

To create cohesive communities with a distinct identity.

- **Commercial Vitality**

To develop vital and attractive commercial centres to meet the shopping needs of residents.

- **Local Employment**

To provide the opportunity for people to work in close proximity to where they live.

- **Neighbourhood Focus**

To foster a sense of neighbourhood and provide a transit and a social focus for residents.

- **Housing Diversity**

To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.

- **Logical Redevelopment**

To allow for the logical redevelopment of the existing small-holdings areas.

- **Recreational Amenities**

To satisfy the active and passive recreational needs of residents.

- **Educational Needs**

To provide for a suitable number of public and separate school sites.

- **Public Facilities**

To accommodate public facilities to serve the social, spiritual and recreational needs of residents.

- **Environmental Conservation**

To protect environmentally significant areas notably West Nose Creek and its related ravines and escarpment.

- **Balanced Transportation**

To create an efficient and functional road network that balances the needs of motorists, pedestrians and cyclists.

- **Pedestrian Circulation**

To encourage walking and cycling within and between communities as an alternative mode of travel, particularly for shorter, internal trips.

- **Transit Service**

To promote the use of public transit through effective urban design and efficient transit routing.

- **Utility Infrastructure**

To provide sanitary sewer, waterworks and storm sewer services, and other infrastructure, to meet the demands of suburban growth.

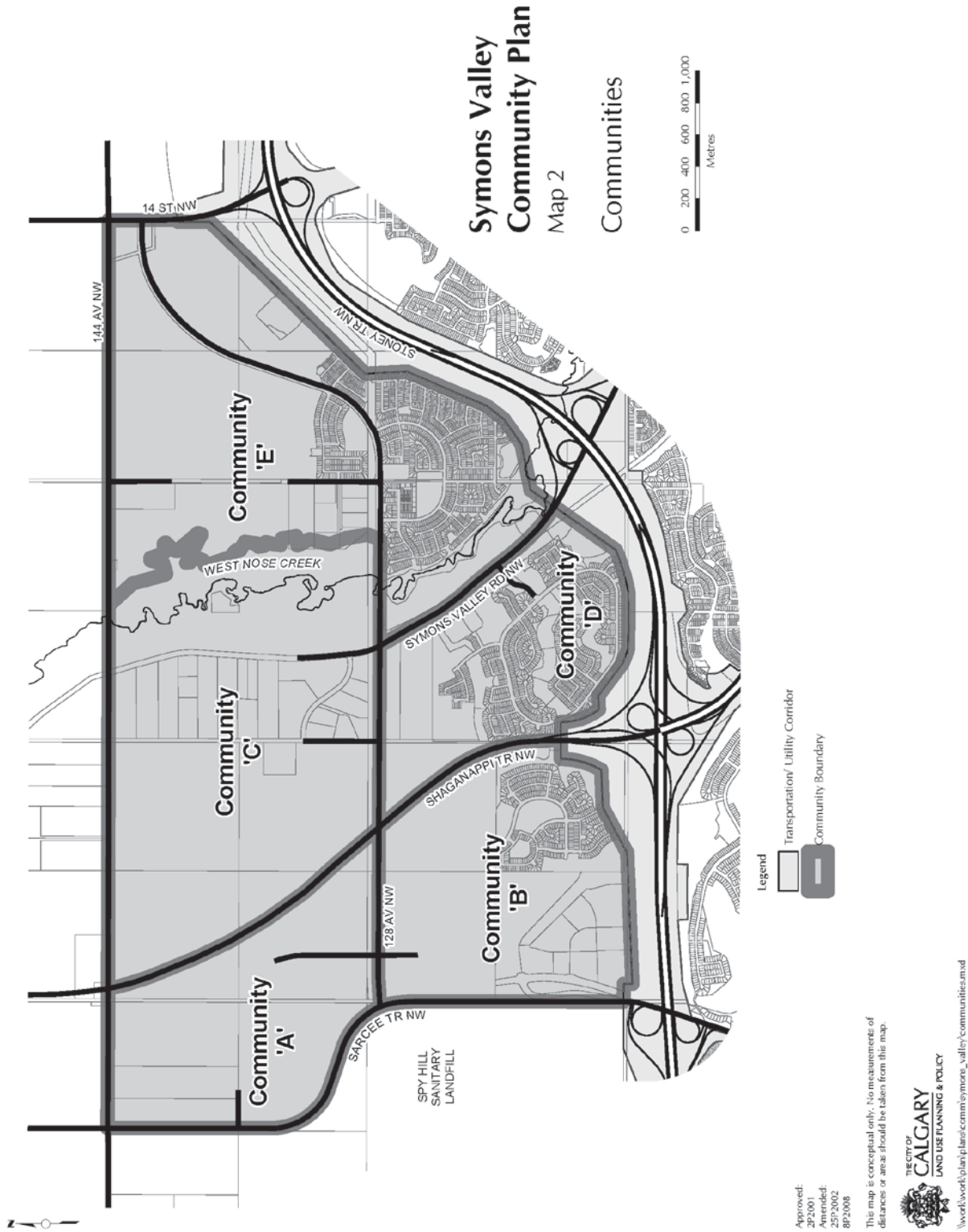
3.0 COMMUNITY CONCEPT

3.1 Size

Symons Valley is comprised of the five communities shown on Map 2. The size and projected population of each community is described in the following table.

Symons Valley Communities		
Community	Area	Projected Population
A	211 hectares (521 acres)	10,100
B	215 hectares (531 acres)	8,000
C	307 hectares (759 acres)	10,400
D	164 Hectares (405 acres)	5,200
E	403 hectares (996 acres)	19,500
NOTE:	For a complete analysis of the area and population of a community refer to Tables 2 and 3, Part II, Background Information.	

While the five communities are well-defined by the regional road network and the West Nose Creek escarpment they do not in every case represent self-contained communities due to their population base. In particular, Communities 'A', 'B', 'C' and 'D' have relatively small populations and because of this will need to operate in an interdependent manner in terms of the sharing of schools, retail services and community facilities. Conversely, Community 'E' has a large population and will be able to support a complete range of schools, retail services and community facilities.



3.2 Structure

3.2.1 Communities 'A', 'B', 'C' and 'D'

In recognition of the separate but interdependent nature of Communities 'A', 'B', 'C' and 'D', the following measures will be introduced.

- The communities will share a common community centre that is centrally-located along 128 Avenue NW.
- The communities will contain community parks to accommodate active and passive recreational activities and to augment the community centre.
- The communities will each contain their own public and separate elementary schools and will be served jointly by junior high schools located within some of the communities.
- The communities may each contain their own local commercial centres and will also be served by central core commercial centres located along 128 Avenue NW.
- 128 Avenue will be designed to facilitate movement between communities and to minimize its impact through the introduction of pedestrian crossings, signalized intersections and other measures.
- The communities will each contain their own internal roadway and pathway systems that will converge on 128 Avenue NW integrating the communities with each other as well as with the centrally-located commercial and community facilities.

3.2.2 Community 'E'

In recognition of the substantial size of Community E, the following measures will be introduced:

The community will contain the full range of educational, commercial and community facilities, with its core commercial centre and community centre to be located central to the community.

The community will be designed so that the internal roadway and pathway network integrates the various separate areas within the community and provide direct and convenient access to commercial, educational and community facilities.

128 Avenue NW will be designed to facilitate movement across its right-of-way and minimize its impact on the community.

3.3 Identity

In order to reinforce the identity of the communities the following naming approach should apply.

3.3.1 Communities 'A', 'B', 'C' and 'D'

The communities should incorporate a community and street naming approach that logically identifies each community, but at the same time applies an overall name (e.g. Symons Valley) to the four communities that reflects their interdependence in terms of the sharing of recreational, educational and community facilities.

3.3.2 Community 'E'

Community 'E' should incorporate a community and street naming approach that logically identifies the community and integrates the various areas within that community in a unified manner.

4.0 LAND USE CONCEPT

4.1 Land Use Concept Map

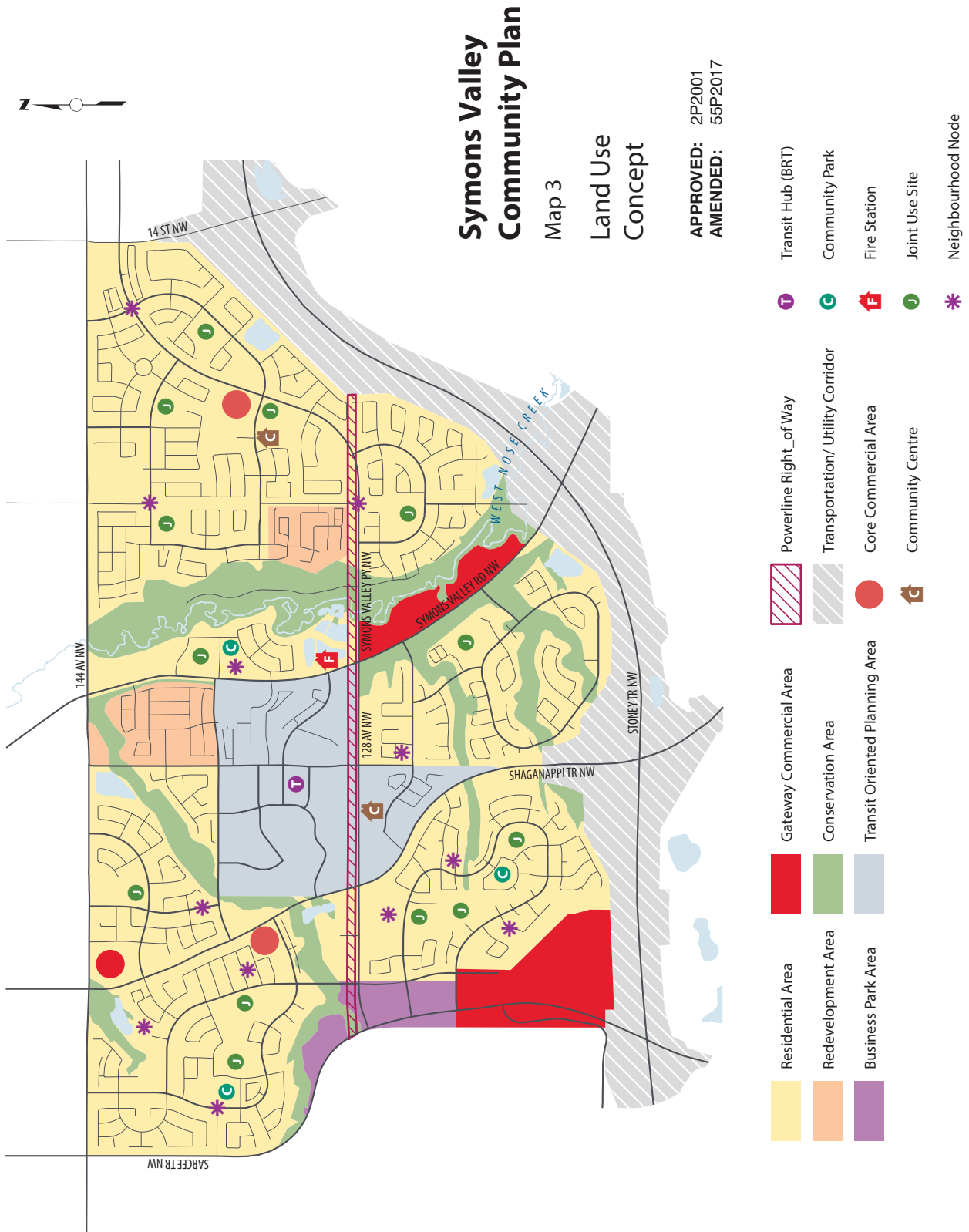
The land use concept for Symons Valley is shown on Map 3. This concept consists of a series of areas and symbols that define a future land use and roadway pattern for the five communities within Symons Valley.

4.2 Policy Approach

Section 5.0 of the Community Plan contains policies that apply to the areas and symbols shown on the Land Use Concept Map.

The remaining sections of the Community Plan include policies that address land use, transportation, servicing, growth management, community vitality and implementation. These policies apply throughout the Symons Valley area unless specifically noted.

Bylaw 55P2017



5.0 POLICY AREAS

5.1 Business Park Area

5.1.1 Purpose

The purpose of this area is to provide for light industrial, commercial and office uses within a serviced business park. The area is governed by the requirements of the *Subdivision and Development Regulation*, which prohibit certain uses (residences, food establishments, schools, hospitals) from locating within a prescribed setback from the Spy Hill Sanitary Landfill site. Due to the exposure of the Business Park Area from Sarcee Trail NW and other public roads and its proximity to residential development, its design will need to ensure that it has a compatible interface with the adjacent community and an attractive appearance when viewed from an adjoining road.

5.1.2 Policies

(1) Composition of Business Park Area

- (a) The predominant use of land within the Business Park Area shall be light industrial, commercial and office uses located within a fully-serviced and comprehensively planned business park.
- (b) In addition, institutional, recreational or other land uses that are considered to be compatible and complementary within the Business Park Area may also be allowed.
- (c) Commercial uses within the Business Park Area shall be limited to uses that comply with the *Subdivision and Development Regulation*.
Bylaw 12P2020

(2) Compatibility of Business Park Area

- (a) Development within the Business Park Area shall not have an adverse impact on adjacent residential development by way of noise, dust, odours, outdoor lighting or other emissions.
- (b) Industrial activities should not be allowed outside of a building in the Business Park Area unless it can be demonstrated that the activities will not have an adverse impact on adjacent residential development.

(3) Design of Business Park Area

The Business Park Area shall

- (i) be fully-serviced with municipal utilities,
- (ii) insofar as practical, comprise only those lands governed by the setback requirements of the *Subdivision and Development Regulation*,
- (iii) provide for a compatible interface with adjacent development and natural features, and
- (iv) present an attractive building, fencing and landscaping treatment along public roads and reserve land, and where visible from residential areas.

5.2 Gateway Commercial Area

5.2.1 Purpose

The purpose of this area is to accommodate sector or regional commercial centres within Symons Valley to meet the retail and service needs of consumers. These centres will be located on the perimeter of Symons Valley and will benefit from exposure along roads that have higher volumes of traffic. The symbol depicting a Gateway Commercial Area on the Land Use Concept map is not intended to represent the final size of the commercial centre but merely a location. A proposed commercial centre will need to undergo a comprehensive marketing, transportation and site design review prior to Outline Plan/Land Use approval and this review will establish its size. As such, an amendment to the Land Use Concept map may be required in conjunction with a land use redesignation to ensure that the area on the map corresponds with the size of the approved commercial centre.

5.2.2 Policies

(1) Composition of Gateway Commercial Area

- (a) The predominant use of land within a Gateway Commercial Area shall be commercial uses, primarily retail and personal service uses, located within a comprehensively-planned sector or regional commercial centre.
- (b) In addition, multi-unit residential, institutional, recreational and other land uses may also be allowed within the Gateway Commercial Area where determined to be complementary to and compatible with commercial development.

(2) Transit Service to Gateway Commercial Area

A Gateway Commercial Area should be served by public transit and contain centrally-located transit bus stops.

(3) Location of Gateway Commercial Area

A Gateway Commercial Area shall be located toward the perimeter of Symons Valley along arterial roads.

(4) Size of Gateway Commercial Area

Subject to the policies of Section 6.5, the size of a commercial centre within a Gateway Commercial Area shall be determined through the Outline Plan/Land Use approval process.

(5) Design of Gateway Commercial Area

A commercial centre within a Gateway Commercial Area shall be comprehensively-designed in accordance with the policies contained in Section 6.5.2(3).

(6) Evaluation of Gateway Commercial Area

As part of an Outline Plan/Land Use application, a developer shall demonstrate that a proposed commercial centre within a Gateway Commercial Area complies with

- (i) the policies of this section, and
- (ii) the policies of Section 6.5.

5.3 Core Commercial Area

5.3.1 Purpose

The purpose of this area is to accommodate sector or regional commercial centres located central to the Symons Valley area. These centres are considered integral to community development and will contain a cohesive grouping of retail, office and service commercial uses integrated with complementary uses such as parks, schools, community centres and multi-unit housing. In addition, their design should include a strong pedestrian-oriented component. The centres are required to contain a minimum gross floor area but the site design, size and composition of the centres will be determined through the Outline Plan/Land Use approval process. The symbol depicting a Core Commercial Area on the Land Use Concept map is not intended to represent the final size of the commercial centre but merely a location. Once the size is determined at the Outline Plan/Land Use stage, an amendment to the Land Use Concept Map may be required in conjunction with a land use redesignation to ensure that the area on the map corresponds with the size of the approved commercial centre.

5.3.2 Policies

(1) Composition of Core Commercial Area

- (a) The predominant use of land within the Core Commercial Area shall be commercial uses, primarily retail and personal service uses, located within a comprehensively-planned sector or regional commercial centre.
- (b) The Core Commercial Area shall create a cohesive shopping, living and working environment through the provision of the following uses in an integrated manner with commercial development:
 - (i) multi-unit residential development,
 - (ii) a community centre as shown on the Land Use Concept Map,
 - (iii) joint use sites as shown on the Land Use Concept Map, and
 - (iv) employment generating uses, including offices.
- (c) In addition, recreational, institutional, and other uses may also be allowed within the Core Commercial Area where determined to be compatible with and complementary to commercial development.
- (d) A Core Commercial Area should contain one or more sites for a retail food store.

(2) Transit Service to Core Commercial Area

A Core Commercial Area shall be served by public transit and contain centrally-located transit bus stops.

(3) Location of Core Commercial Area

A Core Commercial Area shall be located central to the Symons Valley area with suitable road connections provided to the site.

(4) Size of Core Commercial Area

- (a) A commercial centre located within a Core Commercial Area as shown on the Land Use Concept Map shall be developed to the scale and contain the minimum gross floor area as shown in the following table.

Core Commercial Area		
Community	Scale of Centre	Minimum Gross Floor Area of Commercial Development Required
A	Sector	8 500 m ² (91,496 ft ²)
C	Regional	38 000 m ² (409,042 ft ²)
E	Sector	8 500 m ² (91,496 ft ²)

- (b) Subject to (a) above and the policies of Section 6.5, the size of a commercial centre located within a Core Commercial Area shall be determined through the Outline Plan/Land Use approval process.

(5) Design of Core Commercial Area

- (a) A commercial centre located within a Core Commercial Area shall be comprehensively-designed in accordance with the policies of Section 6.5.2(3).
- (b) A commercial centre within a Core Commercial Area shall contain as part of its design a well-defined pedestrian-oriented component with
- (i) a highly visible and accessible location,
 - (ii) internal pedestrian routes to buildings and amenities,
 - (iii) a pedestrian precinct framed by commercial buildings and comprised of walking, social and meeting areas,
 - (iv) predominantly smaller-scale businesses and shops and the avoidance of larger-format or box retail buildings,
 - (v) strong and direct pedestrian connections to the other uses on the site,
 - (vi) a central square, plaza or other amenity, which serves as a focal point.

(6) Evaluation of Core Commercial Area

Prior to Outline Plan/Land Use approval, a developer shall demonstrate that a proposed commercial centre within a Core Commercial Area complies with

- (i) the policies of this section, and
- (ii) the policies of Section 6.5.

5.4 Neighbourhood Node Area

5.4.1 Purpose

The purpose of this area is to provide a social and transit focus for the surrounding residential neighbourhood within a community. A neighbourhood node will accommodate a concentration of housing located around a central park with one or more transit stops containing lighted shelters. In addition, public or separate schools and neighbourhood-scale commercial, institutional and recreational uses, such as convenience grocery stores, daycare centres or fitness clubs, may also be allowed to locate within the area. The transit bus stops will serve residential uses located within a five-minute (400 metre) walking distance from the node.

5.4.2 Policies

(1) Composition of Neighbourhood Node Area

- (a) The predominant use of land within a Neighbourhood Node Area shall include
 - (i) a park,
 - (ii) one or more transit stops, and
 - (iii) a concentration of housing.
- (b) In addition, public or separate schools and neighbourhood-scale recreational, institutional or commercial uses that are determined to be complementary and compatible may form part of a Neighbourhood Node Area.
- (c) Notwithstanding (1)(a)(i) above, where a joint use site forms part of a Neighbourhood Node Area and its location and design meets the open space needs of surrounding residential development in a suitable manner, a park shall not be required.

(2) Density of Neighbourhood Node Area

A Neighbourhood Node Area shall contain a minimum of 2.0 net developable hectares (4.9 net developable acres) of residential land developed to a minimum density of 38 units per net developable hectare (15.3 units per net developable acre) and located immediately adjacent to the park and transit stops .

(3) Design of Neighbourhood Node Area

Residential development within a Neighbourhood Node Area should be oriented around the park and transit stops in order to create a well-defined focal point for the surrounding residential area.

(4) Connections to Neighbourhood Node Area

The road pattern and pedestrian routes from the surrounding residential area should converge on the Neighbourhood Node Area providing direct connections to it for vehicle, pedestrian and bicycle traffic.

5.5 Redevelopment Area

5.5.1 Purpose

The purpose of this area is to provide for the comprehensive redevelopment of the existing small holdings parcels located within Symons Valley. This area will accommodate low to medium density residential development and may also contain compatible high density residential, recreational, institutional and commercial uses. In order to ensure that redevelopment occurs in a comprehensively-planned manner, a concept plan will be required at the Outline Plan/Land Use Amendment stage to demonstrate how a site together with the surrounding parcels can be serviced and redeveloped.

5.5.2 Policies

(1) Composition of Redevelopment Area

- (a) The predominant use of land within a Redevelopment Area shall be low and medium density residential development.
- (b) In addition, high density residential, institutional, recreational, commercial and other land uses may also be allowed within the Redevelopment Area where determined to be compatible and complementary.

(2) Comprehensive Planning of Redevelopment Area

- (a) The resubdivision or redevelopment of a site within the Redevelopment Area should only occur in accordance with a Concept Plan prepared for the site and the surrounding parcels by the developer, which demonstrates that the resubdivision or redevelopment will occur in a logical and comprehensively-planned manner.
- (b) The concept plan should
 - (i) provide reasonable resubdivision or redevelopment options for each parcel within the plan area, and
 - (ii) be circulated to each landowner within and adjacent to the plan area for comment.

(3) Parks within Redevelopment Area

In order to meet the recreational needs of residents and recognizing that creditable reserve owing within the Redevelopment Area has been previously dedicated,

- (a) private parks should be provided through the development approval process as part of the required landscaped area within a proposed residential project, and
- (b) public parks should be dedicated through the subdivision approval process on an opportunity basis as required and subject to compensation where applicable.

5.6 Residential Area

5.6.1 Purpose

The purpose of this area is to provide for a range of low to medium density residential development. In addition, compatible public parks will be interspersed throughout the area in locations that optimize their catchment area. High density residential, commercial, institutional and recreational uses may also be allowed and this area comprises the majority of lands within a community and its design will be determined through the Outline Plan/Land Use Amendment process.

5.6.2 Policies

(1) Composition of Residential Area

- (a) The predominant use of land within the Residential Area shall be low and medium density residential development.
- (b) In addition, high density residential, institutional, recreational and local commercial uses may also be allowed within the Residential Area where determined to be compatible and complementary.
- (c) Open space shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents.
- (d) Local commercial uses shall be
 - (i) provided as required to meet the needs of residents, and
 - (ii) compatibly integrated with surrounding residential development.

(2) Design of Residential Area

- (a) The design of the Residential Area shall be determined through the Outline Plan/Land Use approval process.
- (b) The design of the Residential Area should provide for its integration with the adjacent Redevelopment Area through roadway, walkway, pathway and other connections.

5.7 Conservation Area

5.7.1 Purpose

The purpose of this area is to provide for the protection of environmentally significant lands within the Symons Valley area notably West Nose Creek and its floodway and escarpment, and the adjacent ravines. These lands will form part of an integrated natural open space system, which extends throughout the area serving as a passive and active recreational amenity for residents. In some situations, these lands can be required to be dedicated as environmental reserve in accordance with the *Municipal Government Act*. In other situations, alternative means of protecting these lands may need to be investigated. The dedication, acquisition or protection of these lands will be addressed at the Outline Plan/Land Use stage.

5.7.2 Policies

(1) Composition of Conservation Area

- (a) In keeping with the Urban Parks Master Plan, the primary use of the River Valley Parks system will be passive, low intensity, informal, unstructured activities, therefore activities such as a golf course shall not be permitted.
- (b) The predominant use of land within the Conservation Area shall be natural parks and compatible recreational amenities.
- (c) In addition, roads, pathways and stormwater ponds shall be allowed to locate within the Conservation Area subject to the policies of Sections 7.1.2(6), 7.2.2(1) and 8.2.2(4).
- (d) Notwithstanding (a) and (b) above, where lands within the Conservation Area are not dedicated, acquired or otherwise protected in accordance with Policy (2) and (3) below, the lands shall be considered to be appropriate for urban development with the use and design of the lands to be determined through the Outline Plan/Land Use Amendment process.

(2) Dedication of Environmental Reserve within Conservation Area

Lands within the Conservation Area containing physical features that qualify as environmental reserve (ER) under the *Municipal Government Act*, should be dedicated as ER through the subdivision process.

(3) Alternative Protection of Lands within Conservation Area

- (a) Where determined practical and feasible, lands within the Conservation Area containing physical features that do not qualify as ER under the *Municipal Government Act* should be protected in their natural state through alternative means as determined by Council or an Approving Authority including, but not restricted to:
 - (i) dedication of the lands as municipal reserve;
 - (ii) purchase of the lands;

- (iii) application of development controls to require protection of the lands;
 - (iv) introduction of development incentives to encourage protection of the lands.
- (b) Development controls and incentives under (iii) and (iv) above may include, but are not restricted to
 - (i) density bonus systems,
 - (ii) slope-adaptive design measures,
 - (iii) building setback limits,
 - (iv) grading restrictions, and
 - (v) enhanced site rehabilitation requirements.

(4) Grading within Conservation Area

- (a) Grading or other disturbance of lands to be dedicated, acquired or otherwise protected within the Conservation Area shall not be allowed unless
 - (i) the grading or disturbance is determined essential to facilitate urban development, and
 - (ii) another reasonable and workable design alternative to avoid grading or disturbance does not exist.
- (b) Any grading or other disturbance allowed in accordance with (a) above shall be
 - (i) minimized insofar as possible,
 - (ii) integrated with the landform in a compatible and adaptive manner, and
 - (iii) restored to a natural state by the developer.
- (c) Any lands to be dedicated, acquired or otherwise protected within the Conservation Area, which have been graded or disturbed in the past, may be required to be restored to a natural state by the developer.
- (d) Determination of top of slope of the escarpment and any required set backs will be determined in accordance with City Policy to the satisfaction of the General Manager of Park Development & Operations.

(5) Dedication of Reserve within Conservation Area

- (a) Prior to Outline Plan/Land Use approval the following information shall be submitted for lands to be dedicated as reserve within the Conservation Area:
 - (i) A field surveyed boundary of any ER Lands with the boundary to be shown on the Outline Plan including all floodway boundary limits associated with West Nose Creek;

- (ii) a hydrological, geotechnical or other study considered necessary to define the extent of any ER;
- (iii) a biophysical impact assessment;
- (iv) a preliminary grading plan showing the extent of any grading or disturbance allowed on reserve lands, including grading for roads, pathways and stormwater ponds;
- (v) a landscape concept plan showing the landscape and the method of restoration proposed for any reserve lands that have been or are to be graded or disturbed.

5.8 Joint Use Site Area

5.8.1 Purpose

The purpose of a joint use site (JUS) is to accommodate public and separate schools together with sports fields and recreational areas on sites dedicated as creditable reserve land and jointly owned by the City and a school board. A joint use site may be combined with a community centre site and the sites will be interspersed throughout a community in order to maximize their student catchment area. The design of a joint use site will be determined at the Outline Plan/Land Use Amendment stage in accordance with the requirements of the Joint Use Co-ordinating Committee and the Subdivision Authority.

5.8.2 Policies

(1) Composition of Joint Use Sites

The predominant use of land within a Joint Use Site Area shall be public educational and recreational uses including but not restricted to public and separate schools, sportsfields, parks and playgrounds.

(2) Location of Joint Use Sites

A joint use site shall be provided in the general location shown on the Land Use Concept Map.

(3) Size of Joint Use Sites

The size of a joint use site should to be determined through the Outline Plan/Land Use approval process in accordance with the requirements of the Joint Use Co-ordinating Committee and the Subdivision Authority and having regard to Table 4 within Part II, Background Information.

(4) Layout of Joint Use Sites

Prior to Outline Plan/Land Use approval, a concept plan showing the proposed layout for a joint use site shall be submitted by a developer to the satisfaction of the Joint Use Co-ordinating Committee and the Subdivision Authority.

(5) Dedication of Joint Use Sites

- (a) A joint use site shall be dedicated as creditable reserve land.
- (b) As part of an initial Outline Plan/Land Use Amendment within a community, a reserve analysis shall be submitted by a developer identifying the amount of creditable reserve land on an ownership basis to be dedicated for joint use sites within that community.
- (c) The reserve analysis may be required to be updated with each subsequent Outline Plan/Land Use Amendment within a community.

(6) Co-ordinated Planning of Joint Use Sites

At the Outline Plan/Land Use Amendment stage, the location and amount of creditable reserve dedicated to Joint Use Sites be reviewed to allow the opportunity for the Public and Separate School Boards, Community Associations and other key stakeholders to form partnerships in the ultimate use and development of each site.

5.9 Public Use Sites

5.9.1 Purpose

The purpose of these sites is to accommodate public facilities serving community needs within Symons Valley. The Symons Valley area will require a site for a firehall and an emergency medical services facility to serve this sector of the city. In addition, community centres and community parks will be provided within the various communities and will need to be designed and integrated with adjacent commercial centres, joint use sites and neighbourhood nodes as appropriate. The various public use sites are shown conceptually on the Land use Concept Map and their exact size and location will be determined at the Outline Plan/Land Use approval stage.

5.9.2 Policies

(1) Firehall Site

- (a) *A site of at least 0.4 hectares (1.0 acre) in size to accommodate a firehall and emergency medical services facility shall be provided in the general vicinity of Symons Valley Road and 128 Avenue NW with the exact location and size of the site to be determined at the Outline Plan/Land Use Amendment stage.*
- (b) *Until such time as the site is acquired, every land use amendment report for lands within the general vicinity of Symons Valley Road and 128 Avenue NW shall contain current information on the status and potential location of the site.*

Bylaw 14P2005

(2) Community Centre Sites

A community centre site shall be

- (i) dedicated as creditable reserve land within Communities 'D' and 'E' in the general locations shown on the Land Use Concept Map,
- (ii) integrated with a joint use site or a commercial centre in a compatible and functional manner,
- (iii) at least 2.0 hectares (4.9 acres) in size within Community 'D', and
- (iv) at least 1.6 hectares (4.0 acres) in size within Community 'E'.

(3) Community Park Sites

A community park shall be

- (i) dedicated as creditable reserve land within Communities 'A', 'B', 'C' in the general locations shown on the Land Use Concept Map,
- (ii) integrated with a joint use site or a neighbourhood node in a compatible and functional manner, and
- (iii) at least 0.8 hectares (2.0 acres) in size within each community.

(4) Parks Depot Site

A parks depot site may be required within the Symons Valley area on City-owned land with the exact location, size and design of the site to be determined through the land acquisition and planning approval processes.

(5) Recycling Depots

Recycling depots should be provided within a community particularly in conjunction with commercial centres.

(6) Multi Services/Public Services Sites

A multi services/public services site may be required within the Symons Valley area on City-owned land with the exact location, size and design of the site to be determined through land acquisition and planning approval processes.

5.10 Transit Oriented Planning Area**Bylaws 20P2008
14P2005****5.10.1 Purpose**

The purpose of the Transit Oriented Planning Area is to ensure that future development within this area occurs in a pedestrian oriented and transit supportive manner. The Transit Oriented Planning Area shall be applied to all future development within a 600 metre radius of the proposed Bus Rapid Transit (BRT) station, as identified on Map 3A. The Transit Oriented Planning Area will ensure that land uses around the BRT station support ridership by generating high levels of transit use, include a mixed-use activity node for the local community, and result in transportation network benefits. This will provide the local community with increased services, employment opportunities, and housing options within their community.

The Transit Oriented Planning Area will function as the sustainable core for the Symons Valley community. The use of district energy heating and green building technology shall be encouraged in this area to support its higher density environment. Recreation facilities, community amenity space, seniors living and affordable housing units shall be encouraged within the area to promote housing diversity and associated facilities for residents.

Increased density within the 600 metre BRT radius will support a high frequency, rapid transit bus service and provide a base for a variety of housing, employment, local services and amenities that support a vibrant community.

The Transit Oriented Planning Area will endeavor to create convenient, direct and safe pedestrian linkages to and from the BRT station in order to support a walkable station area and promote the use of transit.

5.10.2 Policies**(1) Composition of Transit Oriented Planning Area**

- (a) The predominant use of land within the Transit Oriented Planning Area shall be residential, commercial, civic, and mixed uses, as identified on Map 3A.* **Bylaw 55P2017**
- (b) Public, recreational, institutional or other uses may be allowed where deemed compatible and appropriate by the Approving Authority.*

- (c) *The general categories of uses identified in (a) above and general layout and design are refined through the specific area policies of this Area Structure Plan and will be further refined through the land use districts applied within the Transit Oriented Planning Area.*

(2) Design of Transit Oriented Planning Area

The Transit Oriented Planning Area shall be comprehensively-designed in accordance with the policies contained in Sections 5.10 – 5.16 and the Design Guidelines contained in Appendix 1.

- (3) *The policies of the New Community Planning Guidebook S.2.5 regarding Community Activity Centres shall apply to the following areas: Town Centre, Pedestrian Oriented Multi-residential, Mixed Use, Civic & Mixed Use Area.*

Bylaw 55P2017

5.11 Regional Commercial Area

Bylaw 20P2008

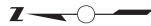
5.11.1 Purpose

The purpose of this area is to accommodate a regional commercial centre within Symons Valley to meet the retail and service needs of consumers. This centre will be located within the Transit Oriented Planning Area. The symbol depicting a Regional Commercial Area on the Transit Oriented Planning Area map is not intended to represent the final size of the commercial centre but merely a location. An amendment to the map may be required in conjunction with a land use redesignation to ensure that the area on the map corresponds with the size of the approved commercial centre.

5.11.2 Policies

(1) Composition of Regional Commercial Area

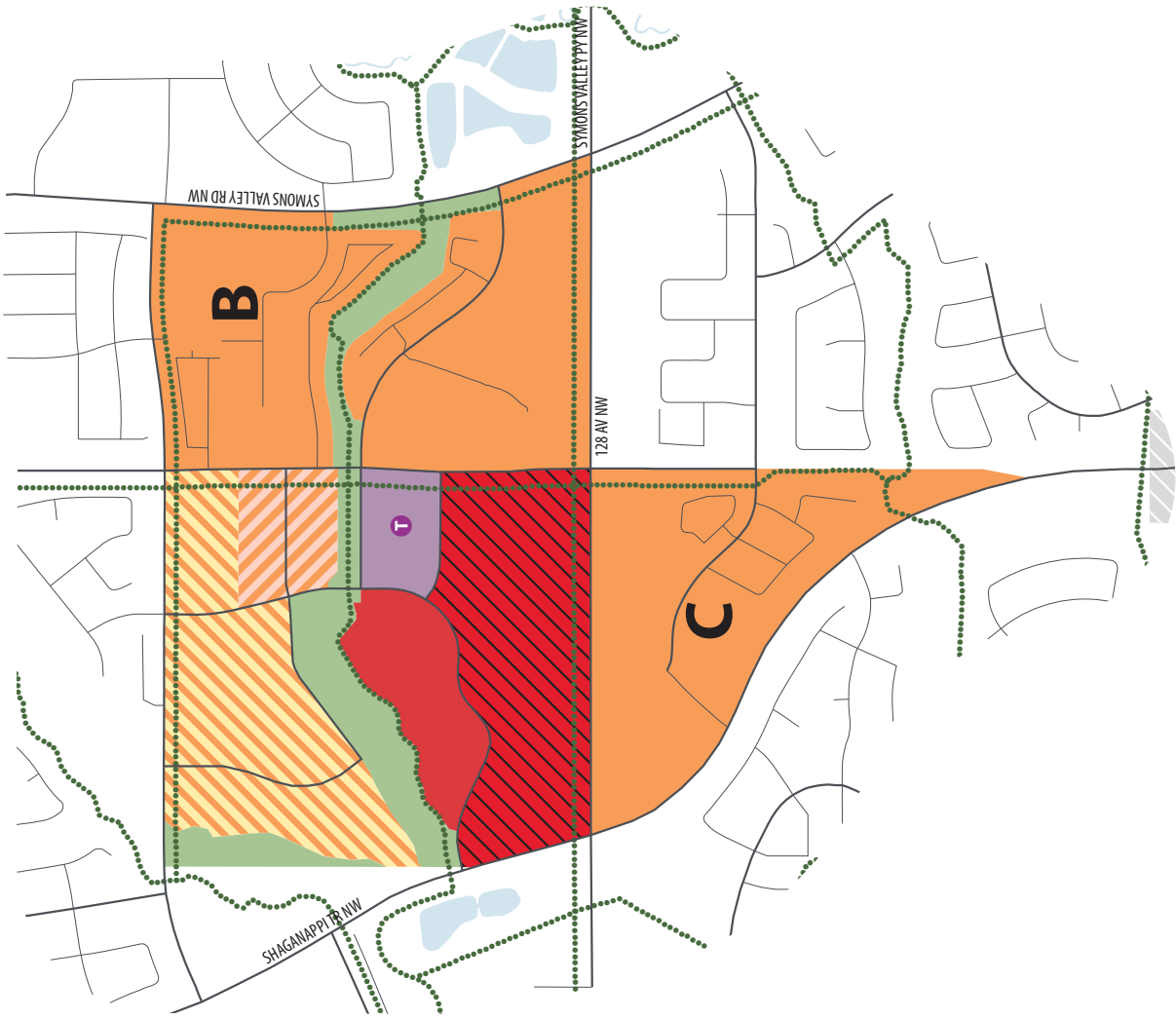
- (a) *The predominant use of land within the Regional Commercial Area, as identified on Map 3A, shall primarily be commercial uses, located within larger format buildings. Office uses that are ancillary to the primary use of a building may be considered.*
- (b) *Retail and personal service uses may also be allowed within the Regional Commercial Area.*
- (c) *Residential uses shall be allowed within the Regional Commercial Area.*
- (d) *Other public, recreational, institutional or other uses may be allowed where deemed compatible and appropriate.*
- (e) *A pedestrian connection across Symons Valley Parkway NW, to the residential area to the south shall be provided at grade.*



Symons Valley Community Plan

Map 3A

Transit Oriented
Planning Area



- Regional Commercial Area
- Town Centre Area
- Mixed Use Area
- Civic and Mixed Use Area
- Pedestrian Oriented Multi-Residential Area
- Higher Density Residential Area
- Conservation Area
- Regional Pathway
- Transit Hub (BRT)

APPROVED: 20P2008
AMENDED: 55P2017

(2) Transit Service to Regional Commercial Area

The Regional Commercial Area should be served by public transit and contain centrally-located transit bus stops within the public road system.

(3) Location of Regional Commercial Area

The Regional Commercial Area shall be located north of Symons Valley Parkway NW (128 Ave NW), as identified on Map 3A.

(4) Design of Regional Commercial Area

The Regional Commercial Area shall be comprehensively-designed in accordance with the policies contained in Section 6.5.2(3) and the Design Guidelines contained in Appendix I.

5.12 Town Centre Area

Bylaw 20P2008

5.12.1 Purpose

The purpose of this area is to accommodate a comprehensively planned commercial centre consisting of mixed use retail, residential and commercial buildings. The Town Centre Area should include a component of buildings oriented along a central pedestrian corridor and building design should include a strong pedestrian orientation. The Town Centre Area identified on the Transit Oriented Planning Area map is not intended to represent the final size of the commercial centre but merely a location. Once the size is determined at the Outline Plan/Land Use amendment application stage, an amendment to the Land Use Concept Map may be required in conjunction with a land use redesignation to ensure that the area on the map corresponds with the size of the approved commercial centre.

5.12.2 Policies

(1) Composition of Town Centre Area

- (a)** *The predominant use of land within the Town Centre Area shall be commercial, retail and residential, primarily within a mixed use setting. Office uses ancillary to the primary use of any building may be considered where deemed appropriate by the Approving Authority.*
- (b)** *Other public, recreational, institutional or other uses may be allowed where deemed compatible and appropriate.*
- (c)** *Dwelling units should be located above grade, and may be considered appropriate at grade at the discretion of the development authority.* **Bylaw 55P2017**
- (d)** *The Town Centre Area should create a cohesive shopping and living environment through the provision of the following uses in an integrated manner with commercial development:*

- (i) *mixed-use residential and commercial buildings;*
 - (ii) *a pedestrian oriented retail area, with accessory and/or supportive commercial, retail and office uses;*
 - (iii) *a covered retail mall may be allowed; and*
 - (iv) *predominantly smaller format retail uses.*
 - (e) *The Town Centre Area may contain one or more sites for a retail community-scale food store.*
- Bylaw 55P2017**

(2) Transit Service to Town Centre Area

A Town Centre Area shall be served by public transit and contain centrally-located transit bus stops along public roads.

(3) Location of Town Centre Area

The Town Centre Area shall be located as identified on Map 3A with suitable pedestrian and road connections provided to the site.

(4) Size of Town Centre Area

- (a) *Commercial uses shall be restricted to a maximum floor plate of 7,432 square metres (80,000 square feet).*
- (b) *Notwithstanding (a), a commercial building with a maximum floor plate greater than 7,432 square metres (80,000 square feet) may be allowed, provided that the building is served by a combination of underground parking, structured parking or parking at grade.*

(5) Design of Town Centre Area

- (a) *The Town Centre Area shall be comprehensively-designed in accordance with the policies of Section 6.5.2(3) and the Design Guidelines contained within Appendix 1.*
 - (b) *Reduced parking standards may be considered for pedestrian oriented development.*
 - (c) *The Town Centre Area shall contain as part of its design a well-defined pedestrian-oriented component with:*
 - (i) *a pedestrian corridor;*
 - (ii) *pedestrian oriented buildings;*
 - (iii) *a highly visible and accessible location;*
 - (iv) *a pedestrian precinct framed by commercial buildings and comprised of walking, social and meeting areas;*
 - (v) *smaller-scale businesses and shops and the avoidance of larger-format or box retail buildings;*
 - (vi) *strong and direct pedestrian connections to the other uses on the site and between sites;*
 - (vii) *dwelling units should be located above grade, and may be considered appropriate at grade at the discretion of the development authority.*
- Bylaw 55P2017**

- (viii) a reduction in the land use bylaw parking requirements should be supported for transit supportive uses; and*
- (ix) provision of streetscape amenities.*

(6) Outline Plan / Land Use Amendment Application Review Within The Town Centre Area

- (a) As part of the submission of an Outline Plan / Land Use Amendment application within the Town Centre Area, the following information shall be submitted:*
 - (i) a detailed concept plan for the application area, and which also illustrates integrations with the remainder of the Town Centre area:*
 - (ii) identification of proposed land uses pattern;*
 - (iii) a Transportation Impact Analysis;*
 - (iv) a pedestrian and bicycle connection analysis, both within the area, and to the surrounding area; and*
 - (v) any additional information determined necessary by the Approving Authority.*

(7) Policies for the Eastern Half of the Town Centre Area (Plan 2010394, Block 3, Lot 6)

In addition to the policies listed above, the following additional policies apply:

- (a) Building Design and Orientation*
 - (i) Residential buildings located along the western property line shall provide visual interest and a well-designed interface with the street. This may include front doors that face the street with pedestrian connections from the building to the street and minimizing long expanses of building frontage without any entrances.*
 - (ii) Buildings located along the eastern property line shall provide visual interest and reduce bulk and massing. This may include variation in the use and colour of materials.*
 - (iii) Loading areas, ancillary storage, utility meters, garbage collection, or other such services should be incorporated into the overall design so that the visual impacts are minimized or screened from the adjacent streets.*
 - (iv) Drive throughs located adjacent to public streets shall provide enhanced landscaping such as additional tree and shrub planting to minimize the visual impact.*
 - (v) Residential buildings should be designed to reduce the perception of overall massing and bulk. This can be done through building elements such as textures, building materials, vertical modulation, and stepbacks. Overly large buildings should be broken up into multiple buildings. Bylaw 64P2023*

(b) *Pedestrian Connections*

- (i) *A continuous uninterrupted pedestrian route should be provided through the site from the west to the east. This route should be defined through the use of wide sidewalks, enhanced tree and shrub planting, placement of building frontages, pedestrian-scale lighting, patterned sidewalks, lighting and public spaces to allow for safe and efficient connectivity to adjacent developments.*
- (ii) *On-site pedestrian circulation should form a clear and connected network linking building entries and public amenity spaces.*
- (iii) *Pedestrian connections within the site should be located and designed to minimize conflict with vehicles.*

(c) *Landscaping*

- (i) *Where parking areas are located adjacent to the ravine enhanced landscaping should be provided to minimize the visual impact of the surface parking. This may include enhanced tree planting and amenity spaces for the adjacent residential building.*
- (ii) *Landscaped areas provided adjacent to buildings should be designed to allow for convenient movement of pedestrians between the sidewalk and building entrances.*
- (iii) *Landscaping located along the eastern property line should provide visual interest through the use of tiered retaining walls, enhanced planting, and/or natural features.*
- (iv) *Landscaped areas and setbacks on the western edge of the site shall provide a good pedestrian experience considering this is a connection from the pedestrian bridge on the north to the shopping street on Sage Hill Passage NW.*

(d) *Slope Adaptive Development*

- (i) *Building grades on the site should be managed through building design and grading approaches.*
- (ii) *Where possible, the use of retaining walls should be minimized.*

Bylaw 64P2023

5.13 Civic and Mixed Use Area

Bylaws 20P2008, 55P2017

5.13.1 Purpose

Bylaw 55P2017

The purpose of this area is to accommodate a variety of civic and mixed uses and facilities including a public library, a Transit Hub (BRT), and other complementary public and private uses. The site will provide a concentration of civic uses within the Transit Oriented Planning Area and will serve as a focal point for community services.

5.13.2 Policies

Bylaw 55P2017

(1) Composition of Civic and Mixed Use Area

(a) Subject to the policies of this plan:

- (i) civic and community service uses will be the defining use of land within the Civic and Mixed-Use Area and shall include a public library and Transit Hub (BRT);*
- (ii) the Transit Hub (BRT) will provide express, cross-town and feeder bus services, and shall be provided along with a park and ride facility to be provided for transit users in this area; and*
- (iii) other public and private uses, including but not limited to employment-related uses, multi-residential, recreational or institutional uses will be allowed within the Civic and Mixed-Use Area where the uses are determined to be:
 - (A) complementary to the Civic uses on the site;*
 - (B) consistent with the purpose of this area; and*
 - (C) supportive of the vitality of the Community Activity Centre.**

- (b) The general categories of uses identified under (a) above shall be refined through the land use districts applied within the Civic and Mixed-Use Area.*

(2) Development within the Civic Area and Mixed Use Area

(a) The BRT station area should:

- (i) provide park and ride parking with the goal of accommodating approximately 15 percent of weekday peak period transit trips within the market area. Innovative approaches to providing shared Park and Ride parking that make more efficient use of land shall be investigated such as: shared parking, off-site parking, and structured parking serving multiple users;*
- (ii) include transit supportive facilities and amenities such as convenient and high-quality bicycle parking (meeting or exceeding the standard of Class 1 bicycle parking);*
- (iii) be a strong focal point for the neighbourhood;*

- (iv) provide convenient transit stops and a well-defined pedestrian pathway system providing efficient access for the immediate area; and*
 - (vi) accommodate temporary civic or recreational activities/events when appropriate.*
 - (b) Any retail and commercial uses should:*
 - (i) be located on the ground floor within principal buildings; and*
 - (ii) be small-scale and ancillary to the principal use within buildings.*
 - (c) Ultimate build-out of the Civic and Mixed-Use Area:*
 - (i) shall achieve an overall minimum intensity of 150 (p+j/ha). Tracking and monitoring intensity shall take place in accordance with the Implementation Policies of this plan (Section 11.1.2) except that a Phase 1 Park and Ride facility may be excluded from the intensity calculation to allow logical phasing of regional-serving Bus Rapid Transit facilities; and*
 - (ii) the progression to full build-out may occur in lower intensity phases as surface parking use will need to transition to a configuration that is more land efficient and optimized. The Master Concept Plan will demonstrate how ultimate build-out will be achieved through successive phases of development.*
 - (d) Innovative green building technology, renewable energy sources, and district energy approaches should be considered in support of Outline Plan/Land Use Amendment, and Development Permit applications, where feasible.*

(3) Design of Civic and Mixed Use Area

- (a) The Civic and Mixed-Use Area should be designed to provide an environment that favours street level activity, supports pedestrian connection, gathering and circulation, in accordance with the Design Guidelines contained in Appendix 1. The design shall provide:*
 - (i) a well-defined outdoor public area or community gathering place such as a plaza and/or main street as a focal point within the area;*
 - (ii) strong and direct internal pedestrian routes connecting buildings and BRT transit facilities with the community gathering place or focal point;*
 - (iii) street furniture, landscaping and amenities to provide a comfortable and enhanced environment for pedestrians and cyclists; and*
 - (iv) parking design, traffic calming and traffic management measures to ensure pedestrian safety and the pedestrian oriented character of the area are maintained.*

- (b) *A Master Concept Plan shall guide development of the Civic and Mixed Use Area and will be required in support of initial Outline Plan/Land Use and/or Subdivision applications. The Master Concept Plan shall provide information regarding:*
 - (i) *the mix of uses considered for the area;*
 - (ii) *details of the anticipated built form;*
 - (iii) *the design objectives identified in (a); and*
 - (iv) *information regarding phasing of development and how the MDP intensity targets will be achieved.*
- (4) **Evaluation of Civic and Mixed Use Area**
 - (a) *Prior to Outline Plan/Land Use and Development Permit application approval, the Applicant shall demonstrate that any proposed development within the Civic and Mixed Use Area complies with:*
 - (i) *the policies of this section;*
 - (ii) *the Design Guidelines identified in Appendix 1; and*
 - (iii) *the Master Plan for the Civic and Mixed Use Area.*

5.14 Mixed Use Area

Bylaw 20P2008, 55P2017

5.14.1 Purpose

The purpose of this area is to accommodate comprehensively planned mixed use development including opportunities for retail, commercial, office and residential uses. The Mixed Use area will feature pedestrian oriented pathways and a public realm that support pedestrian movement and comfort, and facilitates connection to adjacent lands.

5.14.2 Policies

- (1) **Composition of the Mixed Use Area**
 - (a) *Subject to the policies of this plan:*
 - (i) *development provided within this area should be in a mid-rise built form, between 4 and 10 stories;*
 - (ii) *retail, office and commercial uses should be the predominant ground floor use within the Mixed Use Area;*
 - (iii) *multi-residential development should be provided in the Mixed Use area as the complementary use in buildings with ground floor retail, commercial and office uses;*
 - (iv) *ground floor residential and live-work uses may be considered appropriate within the Mixed Use area where they:*

- *are determined to be subordinate to the ground floor retail, commercial and office uses; and*
- *take their primary access from grade.*
- (v) *institutional uses may be allowed where deemed compatible and appropriate to the satisfaction of the Approving Authority;*
- (vi) *public open space and amenities shall be provided within this area and integrated with the portion of the Conservation Area along the southern boundary of the site, and in accordance with the Parks and Pathways policies in Section 6.2.2(6);*
- (vii) *innovative green building technology, renewable energy sources, and district energy approaches should be considered in support of Outline Plan/Land Use Amendment, and Development Permit applications, where feasible; and*
- (viii) *the Mixed Use Area shall achieve an overall minimum intensity of 150 (p+j/ha). Tracking and monitoring intensity shall take place in accordance with the Implementation Policies of this plan (Section 11.1.2).*

(2) Design of Mixed Use Area

- (a) *The Mixed Use Area shall be comprehensively-designed in accordance with the Design Guidelines contained in Appendix 1 and the policies in Section 6.5.2.(3) (excepting out policies 3(a)(ii) & 3(b)(iv)); and*
- (b) *The Mixed Use Area should contain as part of its design, well-defined pedestrian-oriented features in accordance with the Design Guidelines in Appendix 1; these features are to achieve strong and direct connectivity to adjacent areas and internally throughout the site.*

(3) Application Requirements for the Mixed Use Area

- (a) *A Master Concept Plan shall be prepared for development of the Mixed Use Area in accordance with 5.14.2(2) and be required prior to the approval of initial development. The Master Concept Plan shall be required in support of Outline Plan/Land Use and/or Subdivision applications and shall describe the following:*
 - (i) *overall site design and urban design attributes;*
 - (ii) *the anticipated built form and interface of development with the public realm;*
 - (iii) *the interface of development with adjacent properties, streets, natural features, illustrating smooth integration of development; and*
 - (iv) *how slope adaptive design approaches will be used to manage elevation changes across the site.*

-
- (b) *As part of the submission of an Outline Plan/Land Use application within the Mixed Use Area the following information shall be provided:*
 - (i) *the Master Concept Plan noted in (a) above;*
 - (ii) *a Transportation Impact Analysis;*
 - (iii) *a Transportation Connectivity Analysis; and*
 - (iv) *any additional information determined necessary by the Approving Authority.*
 - (3) **Evaluation of Mixed Use Area**
 - (a) *Prior to approval of an Outline Plan/Land Use or Development Permit application, an Applicant shall demonstrate that any proposed development within the Civic Area complies with:*
 - (i) *the Design Guidelines identified in Appendix 1; and*
 - (ii) *the Master Concept Plan for the Mixed Use Area.*

5.15 Higher Density Residential Area

Bylaw 20P2008

5.15.1 Purpose

The purpose of this area is to provide the opportunity for higher density residential development. Additional density may be allowed subject to public benefits and office development provided through the density bonus options. In addition compatible retail uses may also be allowed within this area, and compatible open space should be interspersed throughout the area. The analysis and design of this area will be determined through the Outline Plan / Land Use Amendment process.

5.15.2 Policies

- (1) **Composition of Higher Density Residential Area**
 - (a) *The predominant use of land within the Higher Density Residential Area, as identified on Map 3A shall be medium density residential development including, but not limited to, multi-residential development buildings with a high density height allowance.*
 - (b) *District Energy plant(s) and innovative green building technology is encouraged to be developed in this area.*
 - (c) *The introduction by the developer of traffic management measures is encouraged.*
 - (d) *A recreation centre should be provided within the Higher Density Residential Area. The recreation centre should provide for social, athletic, leisure and educational facilities and opportunities for nearby residents.*

- (e) *Seniors housing facilities should be provided within the Higher Density Residential Area.*
- (f) *In addition, offices, institutional, recreational, local commercial and ancillary commercial development uses may also be allowed within the Higher Density Residential Area where deemed compatible and appropriate by the Approving Authority.*
- (g) *Open space, consisting of soft and / or hard landscaped areas, should be provided within the Higher Density Residential Area to meet the active and / or passive recreational needs of residents.*
- (h) *Local and ancillary commercial uses should be:*
 - (i) *provided to meet the needs of the residents; and*
 - (ii) *be comprehensively designed within a pedestrian oriented environment, consisting predominantly of smaller scale businesses and shops.*
- (i) *The general categories of uses identified above shall be refined through the land use districts applied within the Higher Density Residential Area.*

(2) Increase in Density

- (a) *Higher density residential development may be allowed for Sites A, B, C and D subject to the density bonus requirements contained within Section 5.16.*

(3) Office Development Requirements for Site A

In addition to the density bonus opportunities of Section 5.16, the following office development requirements should be applied for the development of Site A, as identified on Map 3A.

High density residential development beyond 1,630 residential dwelling and up to a maximum of 3,800 residential dwelling units may be allowed subject to the construction, or progress on construction, of up to 92,900 square metres (1,000,000 square feet) of office space, consisting of the following residential to office development formula within the Employment Area.

- *For every 43 square metres (460 square feet) of office space constructed – up to a maximum of 92,900 square metres (1,000,000 square feet) of office space, one (1) additional dwelling unit will be allowed – up to a maximum of 2,170 additional dwelling units.*

(4) Compatibility of Higher Density Residential Area

Development within the Higher Density Residential shall be designed to be compatible both with development within the Higher Density Residential and with the surrounding area.

(5) Outline Plan / Land Use Amendment Application Review Within The Higher Density Residential Area

- (a) *As part of the submission of an Outline Plan / Land Use Amendment application within the Higher Density Residential Area the following information shall be submitted:*

- (i) *a detailed concept plan for the application area that illustrates integrations with the remainder of the Higher Density Residential area;*
- (ii) *identify the proposed land uses and configuration;*
- (iii) *a Transportation Impact Analysis;*
- (iv) *a pedestrian and bicycle connection analysis, both within the area, and to the surrounding area; and*
- (v) *any additional information determined necessary by the Approving Authority.*

5.16 Pedestrian Oriented Multi-Residential Area

Bylaw 55P2017

5.16.1 Purpose

Bylaw 55P2017

The purpose of the Pedestrian Oriented Multi-Residential Area is to accommodate multi-residential development where the design of buildings, roadways and the public realm provides an overall neighbourhood design that is distinctive, encourages walking and cycling, and includes a network of mobility connections serving both the neighbourhood and linking to the Civic and Mixed Use Area, Town Centre Area and Conservation area.

5.16.2 Policies

Bylaw 55P2017

(1) Composition of the Pedestrian Oriented Multi-Residential Area

- (a) *The predominant use of land within the Pedestrian Oriented Multi-Residential Area, as identified on Map 3A, shall be multi-residential development in a variety of building forms that contributes to achieving the overall population and jobs intensities as outlined in 5.16.2(1)(h).*
- (b) *Innovative green building technology, renewable energy sources, and district energy approaches should be considered in support of Outline Plan/Land Use, and Development Permit applications, where feasible.*
- (c) *The introduction by the developer of traffic demand management measures is encouraged in order to support the pedestrian character and orientation of the neighbourhood.*
- (d) *Open space, consisting of soft and / or hard landscaped areas, should be provided within the Pedestrian Oriented Multi-Residential Area to meet the active and/or passive recreational needs of residents, within sites or through more neighbourhood scale amenity areas, as explored through the Outline Plan and Land Use application process.*

- (e) *A pedestrian overpass should be provided across the coulee between the Pedestrian Oriented Multi-Residential Area and the Town Centre.*
- (f) *Local and ancillary commercial uses could be accommodated within this area to:*
 - (i) *meet the needs of the residents; and*
 - (ii) *be comprehensively designed within a pedestrian oriented environment, consisting predominantly of smaller scale supportive businesses and shops.*
- (g) *Live/work development is encouraged within this area to provide accessible small scale services within the neighbourhood and to integrate with the residential character of the neighbourhood and adjacent residential development.*
- (h) *The Pedestrian Oriented Multi-Residential shall achieve an overall minimum of intensity of 150 (p+j/ha). Tracking and monitoring intensity shall take place in accordance with the Implementation Policies of this plan, (Section 11.1.2).*

(2) Design of the Pedestrian Oriented Multi-Residential Area

- (a) *Development within the Pedestrian Oriented Multi-Residential Area shall be designed in accordance with the Design Guidelines contained in Appendix 1 and the Master Concept Plan supporting Outline Plan and Land Use Amendments.*
- (b) *Development parcels identified through Outline Plan should target 1 ha (2.5 acres) in order to provide for a fine grained network of streets and blocks supporting enhanced pedestrian connectivity and site permeability.*
- (c) *Where parcel sizes identified by Outline Plan exceed 1 ha, publically accessible, private pathways should be provided through the sites to ensure a high degree of connectivity and site permeability. The general configuration of these sub-block connections will be identified through the Outline Plan, and further detailed and implemented through the development process.*
- (d) *Development should front directly on streets and be designed to include front door entrances, and patios that establish an active edge. Where this cannot be achieved, other building design elements should be added to provide orientation and interest for pedestrians.*
- (e) *Sound walls should not be required or accommodated within the Pedestrian Oriented Multi-Residential Area.*
- (f) *The highest intensity multi-residential development should be located closest to the Civic and Mixed Use Area and the Transit Hub.*
- (g) *Low-density residential development shall not be provided within this area. Certain low-density, ground oriented forms may be considered in limited areas, if they can demonstrate strong examples of design innovation and sustainability.*

(3) Open Space within the Pedestrian Oriented Multi-residential Area

- (a) *As Municipal Reserve for this area has been provided through previous off-site dedication, endeavour to provide publically accessible open space features to serve the Area, where feasible.*
- (b) *Provision of publically accessible open-space within the residential neighbourhood shall be explored through the Outline Plan and Land Use process. The following mechanisms should be investigated and considered where feasible and appropriate:*
 - (i) *voluntary over dedication of Municipal Reserve;*
 - (ii) *provision of publically accessible, private open space;*
 - (iii) *design approaches to consolidate private amenity space along interface with public lands or streets;*
 - (iv) *dedication of reserve from other locations; and*
 - (v) *City land purchase.*

(4) Outline Plan/Land Use application review within the Pedestrian Oriented Multi-Residential Area

- (a) *As part of the submission of an Outline Plan/Land Use Amendment application within the Pedestrian Oriented Multi-Residential Area the following information shall be provided:*
 - (i) *a Master Concept Plan for the application area that does the following:*
 - *identifies the proposed land uses and configuration;*
 - *provides information on the anticipated built form;*
 - *provides information regarding design characteristics or theming of any neighbourhood precincts;*
 - *provides approaches to slope adaptive design, as required; and,*
 - *addresses interface conditions with roads, natural features and illustrates integration with adjacent mixed use areas.*
 - (iii) *a Transportation Impact Analysis;*
 - (iv) *a Transportation Connectivity Analysis; and*
 - (iv) *any additional information determined necessary by the Approving Authority.*

(5) Evaluation of Pedestrian Oriented Multi-Residential Area

- (a) *Applicants shall demonstrate that any proposed development within the Pedestrian Oriented Multi-Residential Area complies with:*
 - (i) *the Design Guidelines identified in Appendix 1, and*
 - (ii) *the Master Concept Plan for the Pedestrian Oriented Multi-Residential Area.*

5.17 Density Bonus

Bylaws 20P2008, 55P2017

5.17.1 Purpose

Bylaw 55P2017

The density bonus requirements are specifically referenced for Sites B, C within the plan area as identified on Map 3A.

Bylaw 55P2017

The bonus system may be used by the developer and has been designed to balance the higher density development with the provision of appropriate public benefits and amenities and amenities based on the following principles:

- Density bonuses should only be established for items or features that provide a perpetual or enduring benefit to the community in which the density is being accommodated.*
- Density bonuses should not be granted for elements of building or site design that can be achieved or required through standard requirements.*
- The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item.*

5.17.2 Policies

Bylaw 55P2017

(1) Density Areas

The following areas shall be provided with a base maximum residential density. However, an overall maximum density may be achieved through the provision of public benefits for the identified area. The following is the density bonusing system and identified requirements.

Site	Base Maximum Density	Overall Maximum Density with Bonuses
B*	2,843 residential dwelling units or less	4,000 residential dwelling units
C	2,180 residential dwelling units or less	3,000 residential dwelling units
* Site B – Refer to table in Appendix 2 that outlines the density allocations for each parcel.		

Bylaw 55P2017

(2) Provision of Public Amenities through Bonus System

Development sites can be developed up to the maximum density without providing any bonus items. In order to develop above the maximum density and up to the bonus density, developments may provide one or more bonus items in exchange for a defined amount of additional density. Any combination of items can be used to earn additional density, subject to the discretion of the Approving Authority and the local context of the proposed development site. Details of each item are as follows:

a) Provision of Community Amenity Space**Description:**

Community Amenity Space is defined as floor area made available within the proposed development, in perpetuity to The City of Calgary, in a form acceptable to The City of Calgary for not-for-profit community purposes including but not limited to: offices, meeting rooms, assembly spaces, recreation facilities, educational facilities, cultural facilities, daycares and other social services.

Eligibility:

Projects must provide physical space of a location, size and configuration that is acceptable to The City and the proposed user group when the proposed user group is not directly affiliated with The City of Calgary. The space must be secured by The City in perpetuity through ownership or other acceptable means. The City will then contract the space to specific user groups. Developers are encouraged to develop their own relationships with possible users or consult with The City of Calgary on potential users for community amenity space within their project.

Bonus Rate:

The allowable bonus floor area will be based on the construction cost of the raw floor space and, where provided, any improvements to the space required by the proposed user. It does not include operating costs. Cost estimates shall be prepared by a Professional Quantity Surveyor. For example, if the cost to the developer to provide the space is \$500,000 and the average land value per square metre of buildable floor area for the area is \$ X, then the amount of the bonus floor area will be calculated as follows:

$$\text{Total construction cost} / (\text{average land value per square metres} \times 75\%) = \text{Allowable Bonus Floor Area}$$

For example, if the total construction cost equals \$500,000 and the average land value per square metre is \$200 and then multiplied by 75%, the total allowable bonus floor area would be equal to 3,333 square metres.

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

b) Provision of Publicly Accessible Private Open Space

Description:

Publicly accessible private open space is defined as a portion of a private development site that is made available to the public through a legal agreement acceptable to The City that is in a location, form and configuration and is constructed in a way that is acceptable to The City.

Rationale:

Actual acquisition of park and open space by The City should not be relied on to build the entire open space network over time. Opportunities often exist to utilize private lands for public purposes that can benefit both the private development and the public. Such arrangements can help mitigate density impacts on both an individual site or the cumulative impact of density in a broader area.

Eligibility:

Any development that can provide a publicly accessible private space that is in a location, form and configuration that is acceptable to The City is eligible for this bonus.

Bonus Rate:

The bonus is based on the cost of construction (excluding land costs) of the proposed space to be accessible by the public. Cost estimates shall be prepared by a Registered Landscape Architect or Professional Quantity Surveyor. For example, if the cost to the developer to construct the space is \$500,000 and the average land value per square metre of buildable floor area for the area is \$ X then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (average land value per square metres x 75%) = Allowable Bonus Floor Area

For example, if the total construction cost equals \$500,000 and the average land value per square metre is \$200 and then multiplied by 75%, the total allowable bonus floor area would be equal to 3,333 square metres.

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

c) Provision of Affordable Housing Units**Description:**

Affordable housing units, as per Council's approved definition, are owned and operated by The City of Calgary or any bona fide non-market housing provider recognized by The City of Calgary, provided within the proposed development.

Rationale:

As allowable densities increase, so does the likelihood that smaller, affordable rental apartment buildings will be redeveloped to higher density uses. Providing for some affordable housing units within new developments will help increase the supply of existing affordable housing in the city.

Eligibility:

Any new development that can provide affordable housing units for a minimum of twenty years, within a proposed development in a number, operating plan, location and of a design acceptable to The City or other bona fide non-market housing provider recognized by The City, is eligible for this bonus.

Bonus Rate:

The allowable bonus floor area will be based on the total construction cost of the units to a standard acceptable to The City. Cost estimates shall be prepared by a Professional Quantity Surveyor. For example, if the cost to the developer to provide the units and associated parking stalls is \$500,000 and the average land value per square metre of buildable floor area for the area is \$ X, then the amount of the bonus floor will be calculated as follows:

Total construction cost / (average land value per square metres x 75%) = Allowable Bonus Floor Area

For example, if the total construction cost equals \$500,000 and the average land value per square metre is \$200 and then multiplied by 75%, the total allowable bonus floor area would be equal to 3,333 square metres.

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

Further, the provided affordable housing units and associated parking stalls shall not be included in the calculation of gross floor area.

d) Contribution to a Community Enhancement Fund (CEF)

Description:

A CEF is a fund to be used for projects within the Transit Oriented Planning Area related to public realm improvements, including but not limited to: park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within City rights-of-way, implementation of urban design strategies and public art on public land. Projects to be funded in whole or in part with CEF monies should, where possible, be included within the approved Capital Budget. Where possible, projects will be funded through multiple sources including mill rate support. It is an objective of the Fund to implement projects throughout the Transit Oriented Planning Area.

Rationale:

As development intensity increases, there is an increased demand for public parks and open spaces, sidewalks, lanes and roads. In order to provide future residents with a quality public environment, new park space should be provided. Upgrading the public environment will make the Transit Oriented Planning Area a more attractive residential and business location and as a result will assist in the Transit Oriented Planning Area reaching its full potential.

Eligibility:

Upon creation of the CEF, any development proposing to build above the maximum density allowed for the subject site is eligible to make a contribution to the CEF. The contribution may be one component of a larger package of bonus items.

Bonus Rate:

The amount of the contribution will be calculated at the time of the development permit approval based on the average land value per square metre of buildable floor area, as established by The City. For example, if the average land value per square metre of buildable floor area for the area is \$ X, and the developer is proposing to build 1,000 m² of floor area, then the amount of the contribution will be calculated as follows:

Average land value x Proposed amount of bonused floor area = Contribution

For example, if the average land value per square metre of buildable floor area is \$200 and the developer is proposing to build 1,000 square metres of additional floor area, the total contribution into the fund would be equal to \$20,000.

This contribution amount represents what a developer would, on average, have to pay for the additional land within the Transit Oriented Planning Area necessary to support the additional floor area.

6.0 LAND USE POLICIES

6.1 Residential Density

6.1.1 Purpose

The purpose of these policies is to ensure that residential development in a community occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly the policies establish a target density range for each community within Symons Valley. Compliance with the target density range will be evaluated at the Outline Plan/Land Use Amendment stage, subdivision approval stage and, if necessary, development approval stage. As well, the target density range may be varied where circumstances warrant in accordance with Section 1.4.2 of this plan.

6.1.2 Policies

(1) Density Range

- (a) *The minimum required residential density to be achieved within the community shall be 17.3 units per gross developable hectare (7.0 units per gross developable acre).*
 - (b) *The maximum residential density allowed within the community shall be determined based upon an analysis of the capacity of the infrastructure and facilities needed to serve the community.*
- Bylaw 9P2007**

(2) Application of Density Range

At the Outline Plan/Land Use Amendment approval stage, the density requirements of (1) above shall apply to

- (i) each ownership area in a community, unless two or more land owners enter into a satisfactory arrangement that ensures that the density requirements will be met through a transfer of units among the ownership areas, and
- (ii) each Outline Plan/Land Use Amendment submission in a community, unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Outline Plan/Land Use Amendment submission in the community.

(3) Compliance with Density Range

- (a) As part of an Outline Plan/Land Use Amendment application, a developer shall submit a density analysis that demonstrates compliance with (1) above.
- (b) The density analysis should be updated and resubmitted to demonstrate compliance with (1) above with each subsequent plan of subdivision and, if determined necessary, each development permit for a residential project within the initial Outline Plan/Land Use Amendment area.

6.2 Public Parks

6.2.1 Purpose

The purpose of these policies is to provide for the dedication of reserve land for public parks within a community in order to meet the active and passive recreational needs of residents. Wherever feasible, creditable reserve owing on lands being subdivided will be dedicated as reserve land instead of being paid as money-in-lieu of land. Reserve will be used to create a variety of parks including neighbourhood parks, sub-neighbourhoods parks and linear parks as well as to provide natural park space along West Nose Creek.

6.2.2 Policies

(1) Creditable Reserve Dedication

- (a) Subject to (b) below, creditable reserve should be dedicated as reserve land in the full amount owing through the subdivision process.
- (b) A portion of the creditable reserve owing on industrial or commercial sites within Community 'B' may be provided as money-in-lieu of reserve land, with the amount to be determined through a comprehensive analysis of the demand for and distribution of open space among the landownership areas within this community prior to Outline Plan/Land Use approval.
- (c) Creditable reserve land dedicated from larger-scale industrial or commercial sites, may be transferred from one community to another within the Symons Valley area as determined necessary in order to optimally meet the open space requirements of each community.

(2) Reserve Analysis

Prior to Outline Plan/Land Use approval, a reserve analysis shall be submitted by a developer for its lands within a community identifying

- (a) the amount of creditable reserve owing on these lands, and
- (b) the allocation of this reserve.

(3) Environmental Reserve Dedication

Further to the policies of Section 4.7, natural features located outside of the Conservation Area that qualify as environmental reserve in accordance with the *Municipal Government Act* should be dedicated as ER land.

(4) Park Development

Creditable reserve land shall be dedicated to provide a variety of public parks in order to meet the active and passive recreational needs of the community and in accordance with established policies, guidelines and standards.

(5) Natural Park Corridor along West Nose Creek

Where possible and practical, creditable reserve land should be dedicated along West Nose Creek in conjunction with environmental reserve in order to enlarge the open space corridor in this area, with the amount of creditable reserve to be determined at the Outline Plan/Land Use approval stage through a reserve analysis.

(6) Parks and Pathways Within Transit Oriented Planning Area

- (a) *The following policies apply to the areas on Map 3A identified as: Town Centre, Pedestrian Oriented Multi-residential, Mixed Use, Civic & Mixed Use Area.*
 - (i) *Where applicable and appropriate, provide a Municipal Reserve dedication that provides connectivity with Environmental Reserve sites.*
 - (ii) *Municipal Reserve lands should explore opportunities for design integration with adjacent private sites.*
 - (iii) *Municipal Reserve lands should provide programming that will consider density, age demographics, and community need.*
 - (iv) *Provide pathway connections for north-south and east-west pedestrian circulation within the community. This may include pathways within Municipal Reserve and Environmental Reserve lands, at Calgary Parks' discretion.*
 - (v) *For all lands adjacent to Environmental Reserves details shall be provided to Calgary Parks to determine suitability of interface and design integration.*

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6.3 Landfill Protection

6.3.1 Purpose

The purpose of these policies is to provide for the protection of the Spy Hill Sanitary Landfill from encroachment by incompatible land uses. The landfill is an important public utility that is strategically located to serve the city in excess of 50 years. Protection of this utility is considered to be a critical priority of The City. The *Subdivision and Development Regulation* prohibits certain uses (residences, food-establishments, schools, hospitals) from locating within a prescribed setback distance from a landfill site. This setback extends into Communities 'A' and 'B' along the west side of the Symons Valley area. At the Outline Plan/Land Use approval stage the setback boundary must be defined and appropriate land use restrictions applied to the affected lands in order to achieve compliance with the provisions of the *Regulation*.

6.3.2 Policies

(1) Compatibility with Sanitary Landfill

A direct control district shall be applied to any lands within the Symons Valley area that are located within the permanent setback from the Spy Hill Sanitary Landfill required in the *Subdivision and Development Regulation* and appropriate restrictions applied to these lands as determined necessary to achieve compliance with the *Regulation*.

(2) Delineation of Landfill Setback Boundary

- (a) As part of an Outline Plan/Land Use application, the boundary of a setback from the Spy Hill Sanitary Landfill required by the *Subdivision and Development Regulation* shall be precisely defined.
- (b) In order to achieve an optimal residential/non-residential land use pattern, prior to Outline Plan/Land Use approval within Community 'A', the working area of the landfill, the alignment of Sarcee Trail NW, and the associated landfill setback within this area shall be comprehensively determined.

(3) Variance to Landfill Setback

Where a variance to the *Subdivision and Development Regulation* is requested by a developer in order to allow a use which is restricted from locating within the setback from the Spy Hill Sanitary Landfill, the variance shall undergo a comprehensive review by the appropriate Provincial Authorities and The City Administration and shall not be supported unless it can be demonstrated that

- (a) the long term operation and viability of the landfill area will not in any way be potentially or actually constrained by the proposed use, and
- (b) adverse public health or safety impacts on the proposed use due to its proximity to the landfill will not result.

6.4 Aggregate Resource Protection

6.4.1 Purpose

The purpose of these policies is to provide for the protection of on-going extraction, shipping and processing activities associated with aggregate resource deposits located immediately west of Symons Valley. These deposits have an expected lifespan of 30 to 50 years and represent the majority of gravel and related products (i.e., sand, asphalt, concrete) required for urban development in the city. The policies are directed toward the protection of the current interim truck route along Symons Valley Road NW until alternative truck routes become available in the area. In addition, the policies provide for development staging and design mitigation measures within Community 'A' to address any interface conflicts that may arise with neighbouring resource extraction activities. The policies are intended to operate in conjunction with other municipal controls, including the Truck Route Bylaw and the Surface Transportation Noise Bylaw.

6.4.2 Policies

(1) Truck Routes

- (a) Subject to designation in the Truck Route Bylaw
 - (i) the permanent truck routes within and adjacent to Symons Valley should include 144 Avenue NW, Sarcee Trail NW, Shaganappi Trail NW, Stoney Trail NW and 14 Street NW, and
 - (ii) the standard development requirements shall apply to residential development along permanent truck routes.
- (b) Since it is anticipated that Symons Valley Road NW will continue to serve as an "interim" truck route until such time as alternative permanent truck routes become available in the area, the status of this roadway shall be identified by
 - (i) a developer, in its marketing information, and
 - (ii) The City, through the placement of signs along this roadway.
- (c) In addition to (b), where considered necessary to address the impact between truck traffic and residential development along Symons Valley Road NW, the following measures may be introduced:
 - (i) development staging, by withholding subdivision, development or building permit approvals on the abutting residential lands until such time as an alternative permanent truck route becomes available;

- (ii) design mitigation, through the provision of visual screening, sound attenuation, landscaping or increased building setbacks.
- (d) Wherever possible, permanent and interim truck routes should be located to distribute traffic efficiently and fairly among a variety of routing choices.
- (e) The City will work with the aggregate producers and other commercial truck operators to encourage the use of a variety of truck routing options.

(2) Compatible Residential Interface

Where considered necessary to address the impact between an on-going resource extraction operation and residential development along the west side of Community 'A', the following measures may be introduced:

- (i) development staging, by withholding land use or subdivision approval on the abutting residential lands, until such time as a suitable interface can be provided;
- (ii) design mitigation, through the provision of visual screening, sound attenuation, landscaping or increased building setbacks.

6.5 Commercial Development

6.5.1 Purpose

The purpose of these policies is to provide for a variety of commercial centres within Symons Valley in order to meet the needs of the market place and to supply goods and services to residents. The policies establish criteria and a review process for evaluating proposed sector and regional centres. Local centres (centres located on sites of 2.4 hectares in size or less) will be evaluated directly through the Outline Plan/Land Use approval process.

6.5.2 Policies

(1) Identification of Commercial Centres

- (a) The location of proposed commercial centre site that is 2.4 hectares (5.9 acres) in size or less shall be determined through the Outline Plan/Land Use approval process, and the site shall not be required to be identified on the Land Use Concept Map.
- (b) A proposed commercial centre site that is greater than 2.4 hectares in size shall be identified on the Land Use Concept Map as either a Core Commercial Area or a Gateway Commercial Area prior to Outline Plan/Land Use approval.

(2) Evaluation of Commercial Centres

- (a) A proposed commercial centre to be located on a site greater than 2.4 hectares in size shall
 - (i) be justified based on market demand,
 - (ii) be analysed in terms of its market impact on
 - (A) an existing commercial centre,
 - (B) a proposed commercial centre that is the subject of a land use redesignation, and
 - (C) a planned core commercial centre at its base minimum size,
 - (iii) not compromise the road capacity required to support a planned core commercial centre at its base minimum size,
 - (iv) be suitably and efficiently served by the off-site road network,
 - (v) be adequately serviced with municipal utilities,
 - (vi) be compatible with adjacent development, and
 - (vii) not compromise the viability or structure of the community in which it is located.
- (b) A proposed amendment to the Community Plan or an Outline Plan/Land Use application to accommodate the development of a commercial centre on a site greater than 2.4 hectares in size, shall require the submission by a developer of the following information in order to demonstrate compliance with (a) above:
 - (i) a market demand analysis;
 - (ii) a market impact analysis;

- (iii) a transportation study;
 - (iv) a servicing and stormwater management report.
- (c) The information required under (b) above may be relaxed or modified as determined necessary in response to a specific proposal.
- (d) A market demand analysis or a market impact analysis submitted by a developer may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

(3) Design of Commercial Centres

- (a) A commercial centre shall
 - (i) provide for a compatible interface treatment with adjacent development,
 - (ii) avoid the intermixing of commercial and residential traffic on internal roads within a residential area,
 - (iii) contain a visually appealing site design and landscaping treatment particularly when visible from roads with higher volumes of traffic,
 - (iv) be suitably integrated with other residential, institutional, recreational and public uses within or adjacent to the site, and
 - (v) connect to local and regional pathways, and be conveniently and directly accessible to pedestrians both within and adjacent to the site.
- (b) Where a commercial centre is located adjacent to the Conservation Area the design of the centre shall provide for
 - (i) a suitable number of well-defined pedestrian connections which accommodate access through the site to the regional pathway system within the area,
 - (ii) an open space buffer and high quality landscaping treatment, including walkway connections, adjacent to the area,
 - (iii) a compatible interface between the development and the area and the avoidance of extensive parking lots in favour of outdoor patios and low-rise buildings,
 - (iv) the introduction of a unified architectural theme for the site which enhances its visual appearance and ensures a complementary building design in relation to the area, and
 - (v) an emphasis on smaller-scale shops in preference to box retail or other large format commercial buildings.

(4) Concept Plan for Commercial Centres

Prior to Outline Plan/Land Use approval, a concept plan and planning report shall be submitted by a developer for a commercial centre located on a site greater than 2.4 hectares in size in order to demonstrate compliance with (3) above.

7.0 TRANSPORTATION POLICIES

7.1 Road Network

7.1.1 Purpose

The purpose of these policies is to provide for both a regional and internal road network that is functional, safe and efficient. In addition, the road network should minimize the impact on natural features, integrate and support the community structure, promote transit use and accommodate truck routes necessary to serve aggregate extraction activities in the vicinity. The road network within Symons Valley has been defined through a comprehensive Transportation Study undertaken for the area. The network consists of regional roads (expressways, majors), which carry traffic through the area, and internal roads (majors, collectors local roads), which accommodate local traffic within a community. The general location of the regional and internal roads with the exception of local roads is shown on the Transportation Concept Map.

7.1.2 Policies

(1) Transportation Planning Requirements

A Transportation Impact Study will be required to identify the adjacent infrastructure improvements, existing and proposed, to accommodate all future Outline Plan and Land Use Plan Amendment applications within the proposed Symons Valley Community Plan area. The analysis shall address the following:

- (a) Spare capacity of the existing adjacent road network;
- (b) Level of service at the existing impacted intersections (a.m. and p.m. peaks);
- (c) Downstream impact on the roads shown on Map 4A;
- (d) Offsite network improvements required to accommodate the submitted application, i.e., road widening/s, new signals and/or upgrades, intersection redesign, sound attenuation, financial obligations, etc.;
- (e) Phasing of the subdivision and addressing, in each phase, the requirements of (1) to (4) above. Section 9.4.2, Policies, 2(b)(ii)(B), in the "Symons Valley Community Plan", will be applied in support of these requirements;
- (f) Construction phasing of Stoney Trail and confirmation of same by Alberta Infrastructure, (The City will provide the information regarding the proposed timing of such construction to the applicant.);

- (g) Construction timing of the future interchanges at:
 - Stoney Trail/Symons Valley Road (Beddington Trail);
 - Stoney Trail/Shaganappi Trail; and
 - Stoney Trail/Sarcee Trail (The City will provide the information regarding the proposed timing of such construction to the applicant);
- (h) On-site network design/standards necessary to service the subject site; and
- (i) Co-ordination between competing applicants as to who gets to use and how much of the existing capacity and the mechanics as to how this matter will be addressed if conflicts arise.

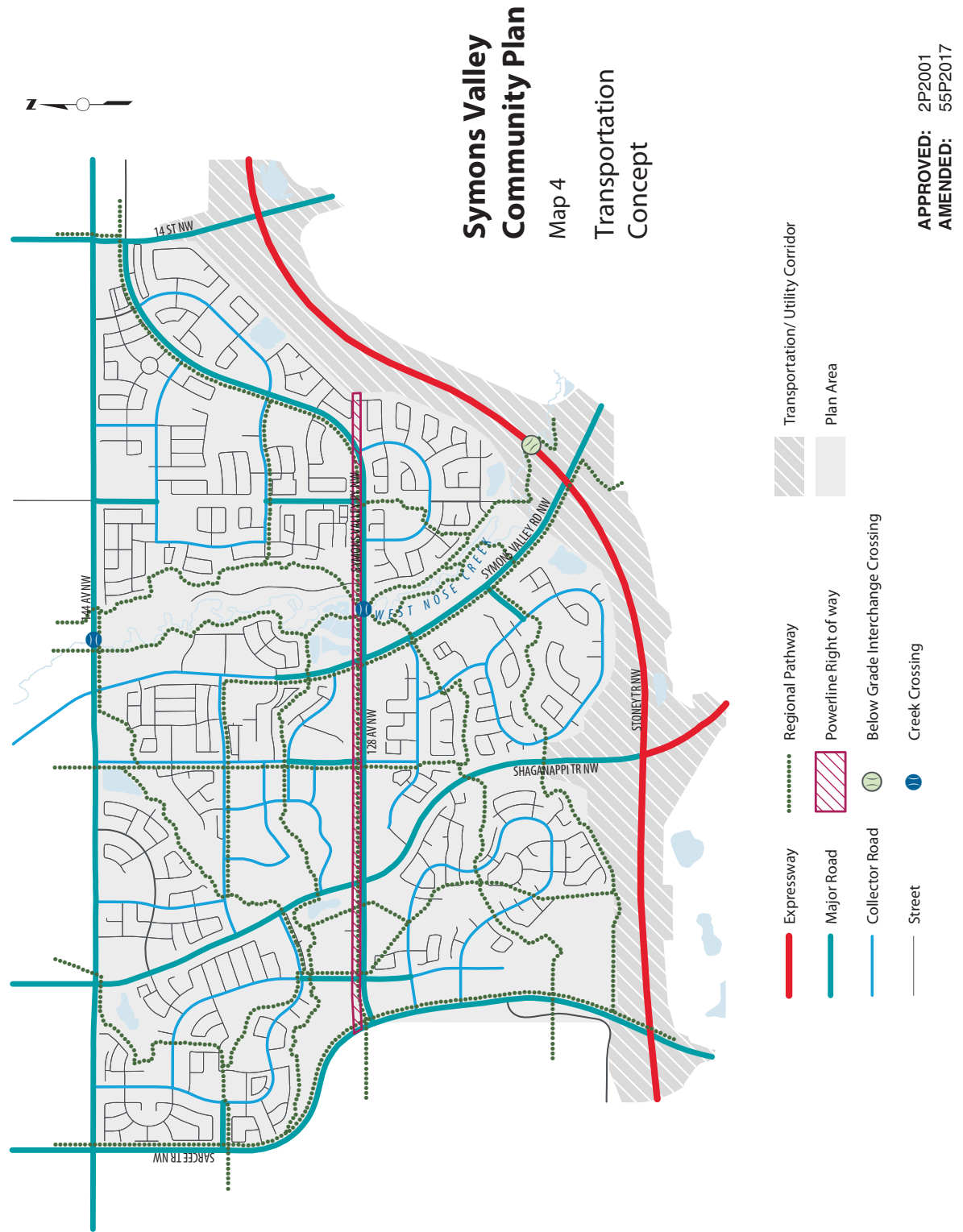
In addition to the Transportation Impact Study addressing conditions (a) to (i) above, land use approval must be held until such time as the funding for the required infrastructure improvements, identified in the Transportation Impact Study, are resolved to the satisfaction of the approving authority.

(2) Transportation and Utility Corridor

- (a) The Transportation and Utility Corridor (TUC) and the Stoney Trail NW alignment shown on the Transportation Concept Map may be subject to refinement, and any surplus TUC lands should, where possible, be incorporated into the adjacent community design.
- (b) No development, including berming, grading or other land disturbance, shall be allowed within the TUC without permission being granted from the Province of Alberta.
- (c) Subject to (b) above, the design of Stoney Trail NW within the TUC shall be sensitive to adjacent urban development and, where practical and possible, visual screening and sound attenuation shall be provided within the TUC, in partnership with the Province.
- (d) Prior to Outline Plan/Land Use approval, and in consultation with the Province of Alberta, the provision of visual screening and sound attenuation for urban development in relation to Stoney Trail NW should be resolved.

(3) Regional Roads

- (a) The regional road rights-of-way, and the related interchange areas, shall be generally located as shown on the Transportation Concept Map.
- (b) The final alignment of Shaganappi Trail NW and its related interchanges shall be determined through a Functional Study.
- (c) Prior to completion of the Functional Study, land use or subdivision approval on lands adjacent to Shaganappi Trail NW shall be withheld where such approval would compromise the final alignment of this roadway.

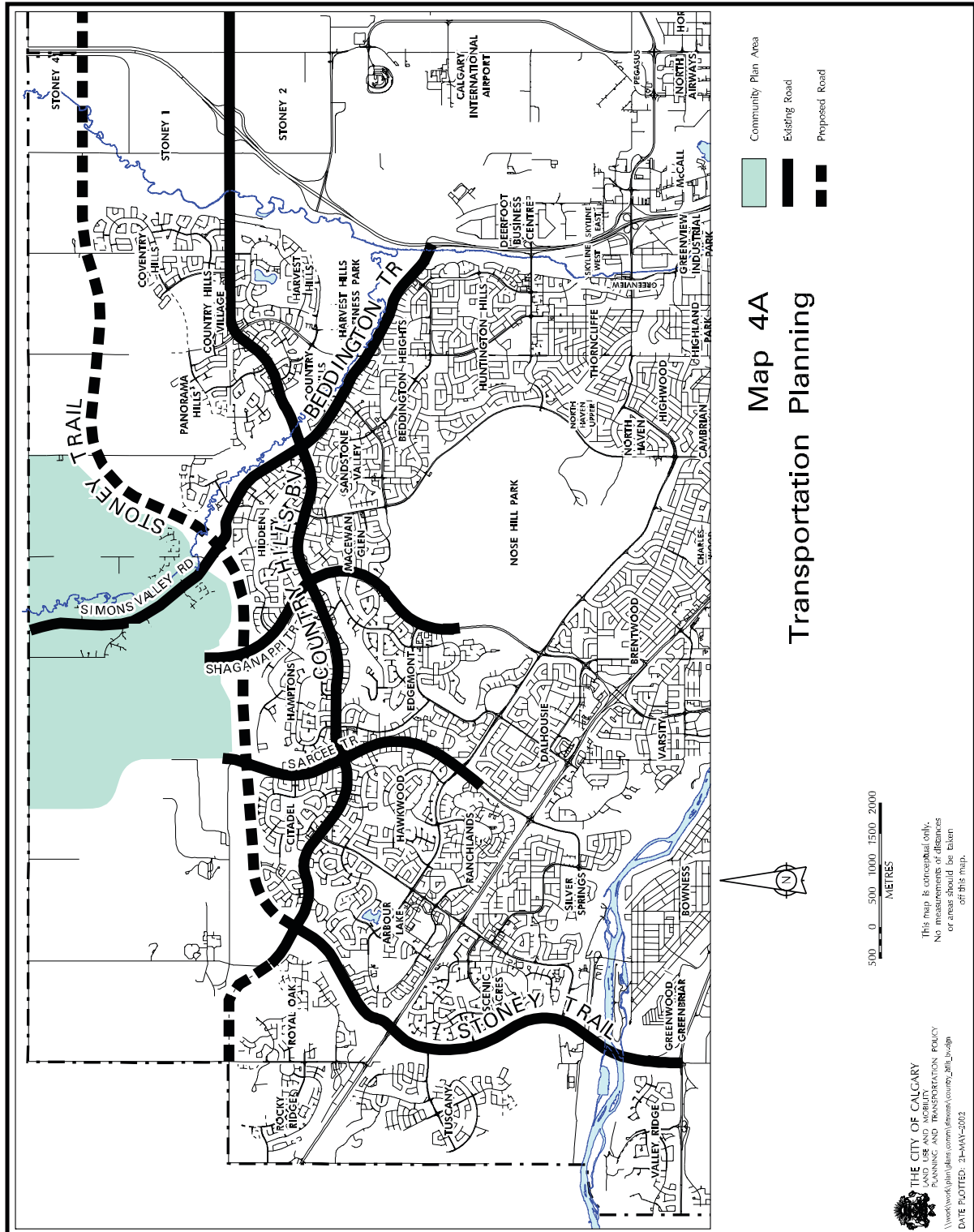


(4) Collector Roads

- (a) The collector road alignments for each community should be generally located as shown on the Transportation Concept Map.
- (b) The design of the internal road network should provide for the following:
 - (i) direct connections to origin/destination points within the community;
 - (ii) minimal number of transit stops outside of the neighbourhood nodes and core commercial centres;
 - (iii) road connections, in preference to walkway connections, to meet transit coverage requirements;
 - (iv) interconnected pedestrian systems that provide an alternative to walking along collector or major roads;
 - (v) road connections that converge toward the neighbourhood nodes and core commercial centres;
 - (vi) transit routes that are efficient and direct.
- (c) An internal road network comprised of interconnected streets creating multiple routing options for pedestrians and motorists should be provided within and around the neighbourhood nodes and core commercial centres.

(5) Design of 128 Avenue NW

- (a) 128 Avenue NW should be designed as a four to six lane "grand parkway" that extends through the Symons Valley area containing sidewalks/pathways on both sides of the road, and trees in the boulevard and the median, together with other design elements that create visual interest for vehicle and pedestrian traffic and reduce the barrier effect of this road on a community.
- (b) 128 Avenue NW should be renamed with the prefix "Symons Valley" in order to reinforce the historical identity of the Symons Valley area.
- (c) Where 128 Avenue NW impacts the existing ravine:
 - (i) the carriageway of the road within the right-of-way should be located to minimize the disturbance;
 - (ii) the road shall be graded and landscaped in a manner that provides for its integration with the ravine; and
 - (iii) the portions of the ravine that are disturbed through backsloping or grading shall be restored to a natural state.



(6) Road and Utility Alignments across Conservation Area

- (a) Except as shown on the Land Use Concept Map and Transportation Concept Map, a road should not be allowed across or within the Conservation Area.
- (b) Where a road is proposed across or within the Conservation Area, and the road is not shown on the Land Use Concept Map or Transportation Concept Map, an amendment to these maps to identify the road within the area shall be required prior to Outline Plan/Land Use approval.
- (c) Where a road is allowed across or within the Conservation Area, the developer shall be required to
 - (i) provide cross-sections and plans showing the impact of the road on the natural features; and
 - (ii) introduce restoration measures considered necessary to mitigate the impact of the road on the natural feature; and
- (d) Unless no other reasonable or workable alignment exists, utilities within the Conservation Area shall only be located within road rights-of-way.

(7) West Nose Creek Crossings

A structure across West Nose Creek should

- (i) incorporate pedestrian walkways and the regional pathway and facilitate wildlife movement, and
- (ii) be sensitively and compatibly designed in relation to the creek.

(8) Access to Spy Hill Landfill Site

The design and alignment of Sarcee Trail NW shall provide for a suitable access to the Spy Hill Landfill site and, if required, any recreational uses to the west.

(9) Construction Traffic

At the Outline/Land Use Amendment stage, the developer shall submit a truck routing protocol showing how construction traffic will be routed during development of the area.

7.2 Pedestrian Circulation

7.2.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian circulation within a community by means of regional and local pathways, pedestrian crossings, and other features. Regional pathways are intended to create connections through the communities and within corridors such as West Nose Creek, the ravines and the powerline right-of-way. Local pathways, which also include sidewalks and walkways, will create an interconnected system within communities that is pedestrian and transit supportive. Pedestrian crossings, overpasses and traffic signals will be introduced to better integrate the communities and to reduce the barrier effect created by 128 Avenue NW.

7.2.2 Policies

(1) Regional Pathways

- (a) The regional pathway should
 - (i) generally be aligned as shown on the Transportation Concept Map,
 - (ii) wherever possible, be located within a park or natural feature, and
 - (iii) be aligned to integrate Community 'B' with the Business Park Area and any public or recreational uses developed to the west of Sarcee Trail.
- (b) Where the regional pathway cannot be located within a park or natural feature, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.
- (c) In order to minimize any adverse impact of the regional pathway on a natural feature within the Conservation Area, the pathway may be required to
 - (i) locate on reserve land along the top-of-bank on either or both sides of the feature, or
 - (ii) incorporate measures such as bridges and retaining walls in its design where located within the feature.

(2) Local Pathways

- (a) The alignment of local pathways should be determined at the Outline Plan/Land Use Amendment stage.
- (b) The sidewalk and pathway system should be designed to accommodate short, convenient and direct pedestrian connections and to promote walking and cycling throughout a residential area.

(3) Pedestrian Crossings

- (a) Suitable crossings of the Shaganappi Trail/128 Avenue NW, Beddington Trail/Stoney Trail NW and Sarcee Trail/Stoney Trail NW interchanges by the regional pathway should be provided in order to accommodate safe and efficient pedestrian movement within and between communities in these locations.
- (b) *Suitable regional pathway crossings of Shaganappi Trail NW should be provided in order to accommodate safe and efficient pedestrian movements within and between communities in these locations.*
Bylaw 8P2008
- (c) Modified road standards, including narrower rights-of-way and traffic calming features, may be required to be provided where internal roads cross natural features containing the regional pathway at mid-block locations in order to facilitate safe and efficient at-grade pedestrian movement in these locations.
- (d) A series of suitable at-grade signalized pedestrian crossings and related road improvements should be constructed by the developers within Community 'E' across 128 Avenue NW in lieu of a pedestrian overpass in order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.
- (e) Traffic signals may be required to be installed at intersections at an earlier stage than would normally be warranted in order to accommodate safe and efficient pedestrian movements and to integrate the areas within a community.

(4) Pedestrian Overpasses

Above-grade pedestrian overpasses should be constructed:

- (i) across 128 Avenue NW between Communities 'A' and 'B' and Communities 'C' and 'D', as shown on the Transportation Concept Map in order to facilitate safe and efficient pedestrian movements and to integrate the communities across this roadway;
- (ii) by The City once residential development proceeds north of 128 Avenue NW subject to the Section 9.4.2(2)(a).

7.3 Public Transit

7.3.1 Purpose

The purpose of these policies is to provide for direct, convenient and efficient transit service within a community. Since the road network is a strong determinant of transit use, the design of the road network should provide for direct transit routing throughout the community and should converge on the neighbourhood nodes and core commercial centres in order to create a transit focus within these areas. Wherever possible, heated and lighted transit stops should be located at neighbourhood nodes and within the core commercial centres. Long term transit service plans for the Symons Valley area include the development of a transit hub that would serve as a focal point for feeder bus routes. The hub would include a park-n-ride component with approximately 900 stalls and would connect to a high capacity express bus service to the city centre via Beddington Trail/Centre Street. Prior to development of the transit hub, communities will be served by direct downtown express bus service.

7.3.2 Policies

(1) Transit Catchment Areas

Transit catchment area requirements should be achieved, in order of priority, through the provision of

- (i) direct roadway connections between residential development and transit stops, particularly where the transit stops are located within a neighbourhood node or core commercial centre, or
- (ii) walkways or transit stops which are situated to improve transit coverage.

(2) Transit Stop Distribution

Transit stops should be located to

- (i) minimize walking distances,
- (ii) serve higher density residential developments, neighbourhood nodes and commercial centres, and
- (iii) provide direct and convenient transit service.

(3) Transit Routes

The transit routes shall be determined at the Outline Plan/Land use approval stage.

(4) Transit Hub/Park-n-Ride Area

- (a) A centrally-located transit hub and park-n-ride area should be developed in the vicinity of the Core Commercial Area in Community 'C'.
- (b) The park-n-ride area should
 - (i) be sized to accommodate approximately 900 stalls, and
 - (ii) where determined feasible, be co-developed with the adjoining commercial centre.

(5) Transit Shelters

Transit shelters should be located at transit stops, particularly at those stops within neighbourhood nodes and commercial centres.

(6) Advance Transit Service

Provision of transit-service to a residential area in advance of the normal municipal requirements for such service through a cost-sharing arrangement between The City and the developer shall be encouraged and supported.

7.4 Mobility – Transit Oriented Planning Area Bylaw 55P2017

7.4.1 Purpose

The following policies apply to portions of the Transit Oriented Planning Area: Pedestrian Oriented Multi-residential Area, Mixed Use Area, Civic and Mixed Use Area, Town Centre Area. The mobility system envisioned for these areas will encourage sustainable modes of transportation and provide a highly connected network of paths, streets and transit routes as measured through the use of the Connectivity Index assessment tool.

7.4.2 Policies – Active Modes

The intent of these policies is to provide a safe and accessible pedestrian environment for people of all ages and abilities, and to provide mobility infrastructure and connections that will encourage local trips by foot and bicycle, and longer trips linked to the larger pathway network with destinations throughout Calgary.

(1) Location and Features

- (a) The pedestrian and cycling circulation network should serve the areas described in 7.4.1 above and achieve a connectivity index that either meets or exceeds an active modes connectivity index score of 1.9.*
- (b) Cycling facilities should be provided at a wide variety of destinations throughout the plan area at entrances to parks and open spaces.*

(2) Public Realm

- (a) The crossings for pedestrians and cyclists should incorporate the use of distinctive pavement treatments that may include enhanced paint markings and differentiated paving materials to enhance crossing visibility.*
- (b) Wayfinding and signage for pedestrians and cyclists shall be provided throughout the plan area to destinations within and beyond the Plan Area. This signage may be required as part of Outline Plan and Development Permit application where the site location is ideal for such signage.*

(3) Circulation

- (a) In addition to recognizing the networks for Active Modes shown on Map 4: Transportation Concept, special consideration for pedestrian and cyclist safety and provision of direct pedestrian connections shall be made at the following locations:*
 - (i) The central traffic circles crossing on Sage Hill Boulevard;*
 - (ii) At the transit hub; and*
 - (iii) At points where the active modes infrastructure connects with major road infrastructure.*

- (b) *In order to support mobility and connectivity for active modes, mid-block crossings will be evaluated at Outline Plan and Development Permit stages of development. Evaluation criteria will be used to ensure pedestrian and cyclist safety and function of the mobility network.*

7.4.3 Policies – Street Network

Bylaw 55P2017

The intent of these policies is to establish a street network that is pedestrian and transit-oriented and supports development, while allowing some components to adapt in response to changes in the wider transportation network. The street network for the Plan Area is well integrated with regional network connections and balances the needs of pedestrians, cyclists, transit and automobiles, using street cross-sections compliant with the Complete Streets Policy.

(1) Location and Features

- (a) *The street network should be located as shown on Map 4: Transportation Concept.*
- (b) *Any new streets established as a part of a redevelopment application should be well connected to the existing network.*
- (c) *New local streets will be established as part of a Land Use Amendment and/or Outline Plan process without requiring an amendment to this Plan.*
- (d) *Residential street network classifications shall comply with the Residential Street Design Policy.*
- (e) *Principles of the Complete Streets Policy shall be applied when reconfiguring existing streets and designing new ones.*

(2) Street Network Study Area

- (a) *Streets within the Street Network, as shown on Map 4: Transportation Concept, are potentially subject to classification change without requiring an amendment to this Plan, pursuant to the following requirements:*
 - (i) *a demonstrated need based on regional network adjustments is documented in a transportation analysis; and*
 - (ii) *affected landowners have been consulted.*

(3) Access Management

- (a) *Individual parcels' access points to the street network should be minimized and preferably taken from lanes.*

7.4.4 Policies - Parking Framework

Bylaw 55P2017

(1) Location and Features

- (a) *Minimum and maximum parking requirements may be evaluated on a site-by-site basis without a precedent-setting implication.*
- (b) *Reductions to parking requirements may be considered where impacts to overall parking demand can be demonstrated to be minimal and are supported by a parking study and the Parking Policy Framework for Calgary and any subsequent parking policies.*
- (c) *Areas dedicated to surface parking should be minimized. Underground parking for multi-residential uses and mixed uses is preferred.*
- (d) *Rear lane access to both commercial and residential properties will be allowed and encouraged.*
- (e) *Front yard parking and front drive garages in new developments should not be permitted as they are disruptive to a pedestrian-oriented streetscape.*

8.0 SERVICING POLICIES

BYLAW 55P2017

8.1 Utility Infrastructure

8.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to service urban development throughout the Symons Valley Community Plan area. This infrastructure includes water, sewer and stormwater utilities, as well as shallow utilities.

8.1.2 Policies

(1) Municipal Utilities

- (a) Urban development shall be serviced with municipal water, sanitary sewer and stormwater utilities.*
- (b) The alignment and capacity of water distribution mains, sanitary sewer trunks, and stormwater trunks should be determined by The City, based upon utility servicing studies and analyses.*
- (c) The location of proposed utility rights-of-way for water distribution, sanitary collection, and stormwater drainage must be identified at the Outline Plan/Land Use Amendment stage.*
- (d) Any proposed water distribution or sanitary collection systems for an Outline Plan/Land Use Amendment area will be reviewed and, if required, modeled by The City of Calgary's Water Resources Business Unit as part of an Outline Plan/Land Use Amendment application.*
- (e) Utility rights-of-way and easements, and road rights-of-way, may be required to be pre-dedicated across undeveloped land as determined necessary to facilitate orderly and sequential urban development.*

(2) Shallow Utilities

- (a) Urban development shall be serviced with shallow utilities.*
- (b) The location of shallow utilities and the related line assignments, easements and rights-of-way, should be determined to the satisfaction of the utility companies.*

8.2 Water Servicing

8.2.1 Purpose

These policies are intended to ensure that a suitable and efficient water distribution system is provided to service the full build-out of the plan area.

8.2.2 Policies

- (a) *Coordination of the installation of feeder mains with The City of Calgary's Water Resources Business Unit should occur to ensure that water feeder mains may be installed in conjunction with surface works within, and outside of, the plan area.*
- (b) *Water distribution utility alignment should minimize impact to retained Environmental Open Space (EOS).*
- (c) *Any proposed land use or transportation network changes to what is shown in this ASP may require re-evaluation or modification of water infrastructure.*

8.3 Sanitary Servicing

8.3.1 Purpose

These policies are intended to ensure that a suitable and efficient sanitary sewer collection system is provided to service the full build-out of the plan area.

8.3.2 Policies

- (a) *At the Outline Plan/Land Use Amendment stage, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.*
- (b) *Any major land use or transportation network changes to this ASP may require re-evaluation and modification of sanitary infrastructure.*
- (c) *Sanitary collection utility alignment should minimize impact to retained EOS.*
- (d) *Coordination of the installation of sanitary trunks with The City of Calgary's Water Resources Business Unit should occur to ensure that sanitary trunks may be installed in conjunction with surface works within, and outside of, the plan area.*
- (e) *To service the full build-out of the plan area, downstream sanitary trunk upgrades and wastewater treatment plant expansions may be required.*

8.4 Stormwater Management

8.4.1 Purpose

The purpose of these policies is to provide for the appropriate development of stormwater management facilities required to service urban development within Symons Valley Community Plan area. A Master Drainage Plan has been prepared for this area, which proposes an extensive network of facilities to manage storm drainage, and direct it into West Nose Creek. These facilities will need to be evaluated in relation to the relevant policies, guidelines and standards of The City, as well as the specific policies of this section that address stormwater management facilities on reserve land.

8.4.2 Policies

- (1)** *A Staged Master Drainage Plan, referencing and remaining consistent with all relevant stormwater management policies, regulations, guidelines, bulletins, and plans at the time of application, must be submitted as part of an Outline Plan/Land Use Amendment application.*
- (2)** *The Ecological Inventory or Biophysical Impact Assessment may identify requirements for the monitoring of natural drainage systems at, or prior to, Outline Plan/Land Use Amendment stage.*
- (3)** *Integrated low impact development (LID) stormwater management practices, such as directing runoff from impervious areas to pervious areas, and installing absorbent landscaping and bioretention swales, should be explored at the Outline Plan/Land Use Amendment stage to improve stormwater quality and to mitigate the potential impacts of urban development.*
- (4) Lands Utilized for Stormwater Facilities**
 - (a)** *A stormwater facility shall be located on a public utility lot.*
 - (b)** *Notwithstanding a) and subject to any applicable policies, guidelines, bulletins, or standards in effect and, in particular, Policy (5),(6), and (7) below:*
 - (i)** *if determined essential, a dry pond may be allowed to locate on lands to be dedicated as municipal reserve, and;*
 - (ii)** *if determined essential, a stormwater wetland may be allowed to locate on lands to be dedicated as ER.*
- (5) Dry Ponds on Municipal Reserve (MR) Land**

A dry pond may be allowed to locate on lands to be dedicated as MR if:

 - (a)** *the dry pond is determined essential in that location to the operation of the stormwater management system;*

- (b) *no other reasonable or workable alternative location for the dry pond exists. If determined essential:*
 - (i) *the quantity of MR land that may be encumbered by dry ponds shall be determined by the Approving Authority;*
 - (ii) *shall be designed and managed in a manner satisfactory to the Approving Authority.*

(6) Stormwater Wetlands on Environmental Reserve (ER) Land

A Stormwater Wetland may be allowed to locate on lands dedicated as ER if:

- (a) *the stormwater wetland is determined essential in that location to the operation of the stormwater management system;*
- (b) *no other reasonable or workable alternative location for the stormwater wetland exists. If determined essential, the stormwater wetland:*
 - (i) *shall be designed and managed in a manner satisfactory to the Approving Authority;*
 - (ii) *shall be determined to qualify as Environmental Reserve in accordance with the Municipal Government Act;*
 - (iii) *should provide a quality wildlife habitat that balances function with the provision of habitat;*
 - (iv) *should be located and configured to enhance and support the natural open space system;*
 - (v) *shall be subject to an evaluation of the technical, financial, and planning merits of the proposal.*

(7) Evaluation of Stormwater Facilities on MR and/or ER Land

Prior to Outline Plan/Land Use approval, where a stormwater facility is proposed to locate on MR and/or ER land, a developer should submit the following:

- (A) *biophysical impact assessment report;*
- (B) *stormwater management report;*
- (C) *wetland compensation proposal;*
- (D) *conceptual design plan;*
- (E) *preliminary grading plan;*
- (F) *restoration/landscape plan; and,*
- (G) *other applicable information where determined necessary by the Approving Authority.*

9.0 GROWTH MANAGEMENT POLICIES

9.1 Control of Urban Growth

9.1.1 Purpose

The purpose of these policies is to affirm the land use approval process as the principal means of controlling urban growth within the Symons Valley area. Through this process, lands will be retained within a "holding" district which allows existing low intensity residential uses and agricultural activities to continue. Once it is determined appropriate for urban growth to proceed, lands will be redesignated to the applicable residential, industrial and commercial districts by Council. Prior to redesignation, an Outline Plan will need to be approved in order to resolve any design, servicing and transportation issues and a proposed redesignation would need to comply with the balance of the growth management policies within this section.

9.1.2 Policies

(1) Land Use Approval Process

- (a) The timing, direction and extent of urban development within the Symons Valley area shall be determined principally through the land use approval process.
- (b) The land use districts in effect at the time of approval of this Community Plan shall
 - (i) continue to apply in accordance with the provisions of the *Municipal Government Act*, and
 - (ii) remain in effect until it is determined appropriate to redesignate lands to allow urban growth to proceed.
- (c) Land use approval to accommodate urban growth shall only be given where
 - (i) the proposal complies with the balance of the policies in this section addressing the staging, servicing and financing of urban growth, and
 - (ii) unless unique circumstances exist, an outline plan for the site is approved by Calgary Planning Commission.

(2) Minor Subdivision or Development

Notwithstanding (1) above, a site specific land use redesignation to accommodate a minor subdivision or a low-intensity or interim development may be allowed, where it is determined that the proposal will not compromise future urban growth.

9.2 Staging of Urban Growth

9.2.1 Purpose

The purpose of these policies is to ensure that the staging of urban growth within Symons Valley proceeds in an orderly manner. The policies are intended to prevent isolated residential development from occurring, and insofar as possible to create a compact community development pattern. In order to achieve this, the policies establish criteria that a proposal must meet prior to Outline Plan/Land Use approval being given.

9.2.2 Policies

(1) Orderly Development Pattern

The staging of residential development within a community through the Outline Plan/Land Use approval process shall occur in an orderly manner.

(2) Isolated Development

Where, due to land ownership patterns or other factors, the staging of residential development through the Outline Plan/Land Use approval process will result in an isolated area of development, land use approval shall only be given where

- (i) the rate and extent of surrounding development creates the reasonable expectation that the isolated or non-contiguous development would become part of the emerging development pattern in a reasonable timeframe and would not remain isolated for an extended period,
- (ii) roadway and utility infrastructure improvements can be efficiently extended to the area,
- (iii) parks to serve the immediate resident population are provided,
- (iv) convenient and reasonable access to schools and recreational and community facilities are available,
- (v) the delivery of soft services (fire, police, transit, school bussing, garbage collection, etc.) to the area can be achieved in an efficient and cost-effective manner.

9.3 Servicing of Urban Growth

9.3.1 Purpose

The purpose of these policies is to ensure that the major infrastructure improvements required to serve development within the Symons Valley area are identified prior to Outline Plan/Land Use approval. This infrastructure would include both on-site and off-site roadway and utility improvements. It is intended that this information would form part of the decision-making process on an Outline Plan/Land Use Amendment. This requirement reflects the approach currently being developed in the Growth Area Management Plan (GRAMP). The GRAMP represents a strategic planning document approved by City Council for the entire city. A principle purpose of the GRAMP is to provide a process to better co-ordinate land development, infrastructure funding and The City budgeting process.

9.3.2 Policies

(1) Servicing Infrastructure

All development shall be served with transportation and utility infrastructure to the satisfaction of The City.

(2) Identification of Infrastructure Improvements

As part of an Outline Plan/Land Use application, a developer shall submit supporting information, identifying the major on-site and off-site transportation and utility infrastructure improvements necessary to serve the subject site including

- (i) the required timing of construction of these improvements, and
- (ii) the financing obligations for these improvements.

(3) Public Infrastructure Improvements in Relation to Budgeting Priorities

As part of an Outline Plan/Land Use application, the budgeting priorities of The City in relation to any major municipally financed on-site or off-site transportation or utility infrastructure improvements necessary to serve the subject site shall be identified.

9.4 Financing of Urban Growth

9.4.1 Purpose

The purpose of these policies is to address the timing (rate) of urban growth as determined through the land use approval process in relation to the financing of roadway and utility infrastructure improvements necessary to serve such growth. Infrastructure improvements would be funded by the City and the developer. A developer's requirements to finance infrastructure improvements would normally be addressed at the subdivision approval stage through the Standard Development Agreement. The City's financing requirements for infrastructure improvements are subject to established municipal budgeting priorities and typically would be addressed at the land use approval stage.

9.4.2 Policies

(1) Financing of Development

Unless otherwise provided for in a policy within this plan, and subject to Policy 2(b) below, any expenditure for facilities or improvements proposed within the plan shall be funded in accordance with the standard practice for land development in effect at the time the facilities or improvements are being considered.

(2) Financing by City

- (a) Any public expenditures for improvements or municipal programs proposed within this plan to be funded by The City shall be subject to The City's capital budgeting priorities and approval process and shall be evaluated in relation to the needs of other communities and city-wide spending priorities.
- (b) Prior to land use approval, where major on-site or off-site transportation or utility infrastructure improvements are required to be financed by The City to serve the proposed development,
 - (i) a commitment from The City to undertake the financing of the infrastructure improvements shall be received, or
 - (ii) the matter shall be addressed in some other manner satisfactory to Council including but not restricted to
 - (A) entering into a special agreement or some other financial arrangement with the developer that addresses funding requirements for the infrastructure improvements;
 - (B) withholding land use approval or placing limitations on development until such time as the funding for the required infrastructure improvements is resolved.

(3) Financing by Developer

- (a) A developer, as and when subdivision and development proceeds on a parcel of land, and in accordance with the Standard Development Agreement in place at the time, shall pay an appropriate share of the costs of new infrastructure required to service a site.
- (b) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City shall enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of payback to the developer.
- (c) Each developer in a community shall pay applicable acreage assessments.

10.0 COMMUNITY VITALITY POLICIES

10.1 Housing Diversity

10.1.1 Purpose

The purpose of these policies is to encourage a diversity of housing within Symons Valley in order to meet the needs of different income groups and lifestyles. While the predominant housing form within suburban areas will continue to be single-detached dwellings, demands for alternative and special needs housing will arise particularly as a community grows and matures. Sites for alternative and special need housing are not identified on the Land Use Concept Map but will result from private sector initiatives and public sector programs. The location, scale and composition of these housing projects will be addressed at the Outline Plan/Land Use Amendment stage.

10.1.2 Policies

(1) Alternative Housing Forms

- (a) In addition to single-detached dwellings on conventional-sized lots, a mixture of alternative forms of housing shall be encouraged and supported within each community in the Symons Valley area in order to meet the needs of different income groups and lifestyles.
- (b) Alternative forms of housing may include, but are not restricted to
 - (i) single-detached housing (on narrow lots),
 - (ii) two-family housing (semi-detached dwellings, duplexes),
 - (iii) multi-dwelling housing (multi-plexes, townhouses, apartments),
 - (iv) secondary housing (studio suites, accessory suites), and
 - (v) innovatively-designed or managed housing projects.

(2) Special Needs Housing

- (a) Special needs housing shall be encouraged and supported within each community in the Symons Valley area in order to meet the needs of different income groups and lifestyles.
- (b) Special needs housing may include, but is not restricted to
 - (i) subsidized housing,
 - (ii) affordable housing,
 - (iii) senior citizen housing, and
 - (iv) live/work housing.

(3) Location of Alternative and Special Needs Housing Projects

Special needs housing and alternative housing should, wherever possible and practical, be located

- (i) in conjunction with commercial centres,
- (ii) along public transit routes,
- (iii) adjacent to parks and open space, and
- (iv) in proximity to complementary community facilities and amenities.

(4) Housing Compatibility

Special needs housing and alternative housing should be located and designed in a compatible and integrated manner with adjacent residential development.

10.2 Community Supportive Uses

10.2.1 Purpose

The purpose of these policies is to provide for the development of a broad range of community facilities considered necessary to serve the social, recreational, educational and spiritual needs of residents within a community in Symons Valley. These uses and facilities may include:

- child care facilities (e.g., day care centres, nurseries),
- special care facilities (e.g., nursing homes, geriatric centres),
- faith facilities (e.g., churches, mosques),
- schools (private, charter, public)
- community centres
- libraries
- health centres
- social service facilities

These uses will be encouraged and supported and should preferably locate in conjunction with a commercial centre, neighbourhood node or other activity focus.

10.2.2 Policies

(1) Community Uses

- (a) Uses that provide a sense of community or meet the social, spiritual and family needs of residents shall be encouraged and supported in the Symons Valley area.
- (b) These uses may include, but are not restricted to
 - (i) child care facilities,
 - (ii) special care facilities,
 - (iii) faith facilities,
 - (iv) recreational facilities, and
 - (v) public and quasi-public uses.

(2) Community Use Location

Wherever possible and practical, community supportive uses should be located

- (i) in conjunction with a commercial centre or neighbourhood node,
- (ii) along transit routes, and
- (iii) in proximity to joint use sites.

(3) Community Use Evaluation

A community use should be evaluated to determine its compliance with any established development guidelines such as special care facility guidelines and child care facility guidelines.

10.3 Collaborative Development Process

10.3.1 Purpose

The purpose of these policies is to encourage innovative approaches in the provision of community and regional facilities, and to ensure that such facilities are planned and developed in a co-ordinated manner by the various service providers. Accordingly, the policies recognize the need for a special committee (i.e. municipal facilities co-ordinating committee) to identify and review facility requirements and help facilitate land acquisition and site development for these facilities. The committee would be comprised of representatives from the various service providers and would need to work with developers at the early stages of the land approval process in seeking ways to efficiently and collaboratively provide sites, facilities and programs to serve the community.

10.3.2 Policies

(1) Innovative Development Initiatives

- (a) Innovative and collaborative methods of financing and developing public recreation, education, social and community facilities within the Symons Valley area by the various service providers shall be encouraged and supported.
- (b) These innovative and collaborative measures may involve, but are not limited to
 - (i) introduction of portable facilities on sites as an interim use,
 - (ii) provision of temporary facilities on under utilized sites or within private developments such as shopping centres,
 - (iii) integration of multiple facilities within a single building, and
 - (iv) increased use of schools to accommodate a diversity of after hour uses and to create a "beacon" for the community.

(2) Central Co-ordination

- (a) The Municipal Facilities Co-ordinating Committee comprised of the representatives from the various public sector service providers should serve as the central committee to identify needs and opportunities and to facilitate acquisition, development and financing of community and regional sites and facilities.
- (b) An Outline Plan/Land Use amendment should be circulated to the Municipal Facilities Co-ordinating Committee through the Corporate Properties Group in order to
 - (i) determine if opportunities exist to provide sites and facilities for community and regional services in an innovative and collaborative manner,
 - (ii) co-ordinate the site acquisition, development and financing of regional and community facilities with the various service providers, and
 - (iii) initiate discussions with the developer at the initial stage of the approval process to determine if public/private partnership opportunities exist.

10.4 Planning Continuity

10.4.1 Purpose

The purpose of these policies is to provide for continuity in the planning and development of the communities within Symons Valley as they build-out and mature. This will be achieved by engaging the residents of these communities in a community development and implementation process. This consultative and participatory process is outlined in more detail in Part II, Background Information. The process is ongoing and may be captured in a document.

10.4.2 Policies

(1) Community Development Process

- (a) When the population growth and level of development warrants, a community development process should be undertaken for a community within Symons Valley.
- (b) The community development process should provide a framework for resident involvement in addressing physical, social, environmental and fiscal issues and initiating actions in order to enhance the quality of life of that community.

11.0 IMPLEMENTATION POLICIES

11.1 Planning Evaluation

11.1.1 Purpose

The purpose of these policies is to require the submission of supporting information by a developer in order to assist Council, the subdivision authority or the development authority in evaluating a proposal in terms of its conformity with this Community Plan. While the implementation of the Community Plan will be achieved through many different planning initiatives (subdivision, development, road closures, development agreements, etc.), the principle means of implementation will occur through the Outline Plan/Land Use Amendment process, which establishes the subdivision design and land use pattern for a site. Concept plans and special studies may be requested as part of the Outline Plan/Land Use review process to assist in evaluating a proposal.

Monitoring development to insure intensity targets are achieved for the portions of the Transit Oriented Planning Area identified on MDP Map 1 as Community Activity Centre, will require review of development and building permit information.

Bylaw 55P2017

11.1.2 Policies

(1) Supporting Information

- (a) Prior to Outline Plan/Land Use approval, supporting information, over and above the normal application requirements, may be required to be submitted by a developer in order to assist Calgary Planning Commission or Council in evaluating a proposal in terms of its conformity with this Community Plan.
- (b) Where the required supporting information is not provided by a developer in a satisfactory manner, the Outline Plan/Land Use Amendment application shall not be approved.
- (c) *Prior to Development Permit approval for lands within the Town Centre Area, the Pedestrian Oriented Multi-Residential Area, the Mixed Use Area, and the Civic and Mixed Use Area, information will be assessed regarding overall intensity of approved development within these areas in order to ensure MDP intensity targets are achieved.*
- (d) *Where the overall minimum development intensity is not being achieved for an area noted in 11.1.2.(1)(c), and Development Permits have been approved for more than 50% of an area (as noted in 'c' above), proposals shall be required to provide additional development intensity in the form of people or jobs.*

Bylaw 55P2017

(2) Concept Plans

- (a) Prior to Outline Plan/Land Use approval, a concept plan shall be submitted for a joint use site, a commercial centre site, a redevelopment site or in any other situation determined necessary in order to assist Council or Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Community Plan.
- (b) A concept plan should show the proposed
 - (i) land use areas,
 - (ii) building locations,
 - (iii) vehicular access/egress routes,
 - (iv) parking areas,
 - (v) public roads,
 - (vi) transit stops,
 - (vii) pedestrian connections,
 - (viii) regional pathways,
 - (ix) public parks,
 - (x) stormwater ponds, and
 - (xi) adjacent roads and development.
- (c) The above requirements may be relaxed or modified as determined necessary in response to a specific proposal.
- (d) Where a required concept plan is not provided by a developer in a satisfactory manner, the Outline Plan/Land Use Amendment shall not be approved.

11.2 Amendment or Variance to the Plan

11.2.1 Purpose

The purpose of these policies is to establish the requirements of a developer where an amendment or variance to the Community Plan is requested. This request would typically be initiated as part of an Outline Plan/Land Use Amendment submission where the proposal is inconsistent with a policy or a map within the Community Plan.

11.2.2 Policies

(1) Amending the Plan

- (a) In order to make any change to the text or maps within this Community Plan an amendment to the plan shall be required to be approved by bylaw in accordance with the *Municipal Government Act*.
- (b) Where an amendment to the Community Plan is requested by a developer, the developer shall submit the supporting information considered necessary to evaluate the request.
- (c) Where the required information is not provided in a satisfactory manner, the amendment shall not be approved.

(2) Varying the Plan

- (a) Where a variance to a policy within the Community Plan is requested by a developer in accordance with Section 1.4.2, the developer shall submit the supporting information considered necessary to evaluate the request.
- (b) Where the required information is not provided in a satisfactory manner, the variance shall not be granted.

11.3 Intermunicipal Planning

11.3.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications within the Symons Valley area by the Municipal District of Rocky View in relation to the provisions of the Intermunicipal Development Plan. This plan, approved by the Councils of the Municipal District and the City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within the area. This area currently extends into a major portion of Symons Valley.

11.3.2 Policies

(1) Intermunicipal Referral

An Outline Plan/Land Use Amendment application comprising any lands within the Intermunicipal Development Plan area shall be referred to the Municipal District of Rocky View for review and evaluation in relation to the policies of the Intermunicipal Development Plan.

- (2)** The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Rocky View shall occur in accordance with Section 3.0 of the Intermunicipal Development Plan.

11.4 Special Policy Area

11.4.1 Purpose

The purpose of these policies is to provide the opportunity to re-evaluate the need for a high school site, regional recreational centre site and library site within a Special Policy Area as shown on the Land Use Concept Plan. This area is well-situated in the centre of Symons Valley to accommodate these sites. While the school boards and Administration have not currently identified the need for these major recreational and educational facilities within Symons Valley, it is recognized that due to changing circumstances and priorities such a need may arise in the future, and options to acquire sites for these facilities should be retained. As such, prior to Outline Plan / Land Use approval being granted within this area, a report evaluating the need for these sites would be required to be submitted to Council by the Municipal Facilities Co-ordinating Committee.

11.4.2 Policies

(1) Re-evaluation of Educational and Recreational Site Requirements

In conjunction with the initial Outline Plan / Land Use application within the Special Policy Area as defined on the Land Use Concept Map, a separate report shall be prepared by the Municipal Facilities Co-ordinating Committee for Calgary Planning Commission and Council evaluating the need for the following sites within this area:

- (i) separate high school site;
- (ii) public high school site;
- (iii) regional recreation centre site;
- (iv) library site.

(2) Requirement for Educational and Recreational Sites

- (a) Where it is determined by Council that one or more of the sites identified under (1) above are required
 - (i) a concept plan shall be prepared by the Administration for the area in accordance with Policy 11.1.2 (2),
 - (ii) the land dedication and acquisition requirements for the site(s) shall be addressed, and
 - (iii) the Community Plan shall be amended as appropriate.
- (b) Where it is determined by Council that none of the sites identified under (1) above are required, the symbols and areas shown on the Land Use Concept Map shall apply to the Special Policy Area.

APPENDICES

BYLAW 20P2008

APPENDIX 1 - DESIGN GUIDELINES FOR TRANSIT ORIENTED PLANNING AREA

1.0 PURPOSE

The purpose of the design guidelines is to ensure that development within the Transit Oriented Planning Area occurs in a pedestrian oriented and transit friendly manner. These guidelines should be applied to all future development within 600 metres of the proposed BRT station.

The guidelines are intended to be applied in a flexible manner, to not restrict design innovation and may be varied or revised as determined appropriate provided that it can be demonstrated that the proposed design is equivalent to, or an improvement over what would be achieved if the guidelines were followed. In an effort to achieve the optimal design solution, it is anticipated that negotiation, trade-offs and innovation will occur in relation to the guidelines.

1.1.1 Bus Rapid Transit

(1) Concept

Bus Rapid Transit (BRT) is a distinctive, frequent, and limited stop bus service, similar to Light Rail Transit (LRT). BRT will operate on regular roads with transit priority at traffic signals and other enhanced service features such as improved passenger waiting areas and larger shelters at some stops. Eventually, Calgary Transit will operate larger capacity, articulated buses on BRT routes.

The Transit Oriented Planning Area is a walkable, mixed-use form of development that will be focused within a 600 metre radius of the BRT station. Higher density development is concentrated near the station to make transit convenient for more people and encourage ridership. This form of development utilizes existing infrastructure, optimizes use of the transit network and creates mobility options for transit riders and the local community. A successful BRT location will ensure a mix of land uses and densities to create a convenient, interesting and vibrant community for local residents and visitors alike.

(2) BRT Design

- (a) Land uses surrounding the BRT station should provide for higher density, mixed use transit oriented development.*
- (b) Design of the BRT station should present a strong image and focal point location.*
- (c) Provision of convenient transit stops and a well-defined pedestrian pathway system providing efficient access for the immediate area.*
- (d) Development adjacent to the BRT station should be designed to accommodate and facilitate pedestrian access to and from the station and include public realm amenities.*

1.1.2 Public Realm

- (a) *Roads within the Transit Oriented Planning Area should be tree-lined and have sidewalks on both sides of the road.*
- (b) *On street parking should be provided where feasible.*
- (c) *High quality public park space, with passive and active space, should be incorporated into the Transit Oriented Planning Area design where appropriate.*
- (d) *Direct pedestrian connections should be provided throughout the Transit Oriented Planning Area.*
- (e) *Access to Shaganappi Trail NW and Symons Valley Parkway NW shall be provided and be designed with high quality entrance features.*

1.1.3 Office

(1) Building Design

- (a) *Building frontages should be continuous except for breaks to allow for publicly accessible sitting areas or other pedestrian areas.*
- (b) *Taller buildings should have distinctive rooflines to create a landmark location.*
- (c) *Office buildings should seek to achieve an individual identity respectful of context. The ground floor of buildings should be designed to express the individuality of the office building through architectural expression and the inclusion of entrance doors and windows addressing the street or public areas.*
- (d) *Office buildings should contain retail and/or commercial uses at grade and have an entrance door fronting onto the street or plaza.*
- (e) *Parking areas should be located underground wherever possible. Surface parking should be limited and located to the rear of buildings, with soft landscaping provided to reduce the impact of hard surfaces.*

(2) Site Design

- (a) *Public or high profile buildings should be highly visible landmarks within the BRT area. These buildings should have distinct design features that can be easily identified and be located on high exposure sites.*
- (b) *Street furniture, street trees and pedestrian oriented lighting should be provided throughout the Transit Oriented Planning Area.*
- (c) *Accessible and visible pedestrian connections should be provided throughout the Transit Oriented Planning Area and to surrounding areas within the Plan area.*
- (d) *Landscaping should be provided on all surface areas not occupied by buildings, or areas required for vehicle access, parking, loading or garbage enclosures.*

- (e) *Avoid the use of signage that conflicts with the general character of the surrounding streetscape or the architecture of the buildings they area located on.*

1.1.4 Residential

(1) Building Design

- (a) *Large expanses of uniform, multi-dwelling structures shall be avoided unless the visual quality, exterior or design provides a positive pedestrian environment.*
- (b) *Multi-dwelling developments should be integrated with the surrounding neighbourhood through site design, pedestrian connectivity and landscaping.*
- (c) *Building setbacks from the street should be compatible with the pattern of setbacks established for any adjacent residential development and/or be pedestrian oriented.*
- (d) *Multi-dwelling developments should be oriented to the street or open space in order to enhance the pedestrian environment, the safety of the community and to facilitate opportunities for social exchange.*
- (e) *Multi-dwelling developments are encouraged to incorporate building forms, and architectural features including, but not limited to, appropriate levels of detailing, building orientation, and placement of front doors on the street.*
- (f) *Each development and dwelling unit should be designed with consideration of:*
 - (i) *privacy;*
 - (ii) *individuality and identity; and*
 - (iii) *access to sunlight for dwelling units and private amenity space.*
- (g) *Ground floor dwelling units fronting on to a public street should:*
 - (i) *have the appearance of individual dwelling units;*
 - (ii) *provide an entrance with direct access to grade; and*
 - (iii) *where appropriate, above the second or third storey, multi-dwelling developments should be setback to enhance the pedestrian scale and massing of the building.*
- (h) *Private amenity space for ground floor dwelling units may be located in the front yards provided the issues of privacy, security, light and access are addressed to the satisfaction of the Approving Authority.*
- (i) *Particular attention to the design and landscaping of front yards shall be given to ensure an appropriate edge is created to the street or access area, and that there is a clear distinction between the public, semi-private and private realms. Additionally, the use of low fences and hedges, or other appropriate methods of marking the boundary between the public and private realm should be considered.*

- (j) *High rise buildings should face adjoining streets or internal roads and frame the adjoining public open spaces (eg. courtyards, gardens, etc).*
- (k) *High rise buildings with multiple frontages, and located on corner sites, should provide entrances on both adjoining streets.*
- (l) *Highly visible buildings should have distinctive rooflines to create a landmark location.*
- (m) *New developments should be designed to provide a height transition to lower scale developments and public spaces to minimize impacts of taller buildings, including shadowing and wind acceleration.*
- (n) *Vertical mixture of uses within a building(s) is encouraged.*
- (o) *A suitably designed, and visually appealing public realm is encouraged through urban design elements*
- (p) *Residential developments and unit designs should be safe and secure from on-street access. Public and semi-private outdoor spaces should have some degree of overlooking from the residential units and good visibility from the street. Landscaping should be illuminated to enhance security. CPTED (Crime Prevention through Environmental Design) principles should be incorporated into building and site design.*

(2) Site Design

- (a) *Accessible and visible pedestrian and bicycle connections must be provided throughout the Transit Oriented Planning Area, and to surrounding areas within the Plan area, including multiple routing options.*
- (b) *Buildings should be oriented towards the street.*
- (c) *A convenient and efficient road network, including multiple routing options, and sidewalk, pedestrian, bicycle and pathway connections that connect the residential areas to the surrounding areas and regional pathway is required.*
- (d) *Internal pedestrian routes to buildings and amenities is required.*
- (e) *A compatible interface treatment with adjacent development is required.*

1.1.5 Commercial

(1) Building Design

- (a) *Design of the side and rear façades of buildings should use building material of a similar standard to the front façades.*
- (b) *Large format retail development shall be oriented towards the street or internal roads where possible.*
- (c) *Large expanses of exterior walls should be broken up with visual amenities and façade articulation.*

(2) Site Design

- (a) *Street furniture, street trees and pedestrian oriented lighting should be provided as part of the pedestrian corridors throughout the commercial areas.*
- (b) *Accessible and visible pedestrian connections should be provided throughout commercial areas and to surrounding areas within the Plan area.*
- (c) *Landscaping should be provided on all surface areas not occupied by buildings, or areas required for vehicle access, parking, loading or garbage enclosures.*
- (d) *Avoid the use of signage that conflicts with the general character of the surrounding streetscape or the architecture of the buildings they area located on.*

1.1.6 Mixed Use (Where commercial/retail uses are located at grade)

(1) Building Design

- (a) *Mixed use development should have retail at grade and office, employment and/or residential uses located above grade.*
- (b) *Development should seek to achieve an individual identity respectful of context. The ground floor of buildings should be designed to express the individuality of the commercial unit through architectural expression and the inclusion of entrance doors and windows addressing the street.*
- (c) *Buildings should be stepped back horizontally and / or vertically to minimize massing.*
- (d) *Building façades should be designed with architectural features and to provide visual interest through the use of colours and materials.*
- (e) *Each retail and/or commercial use must have an entrance door fronting onto the street or pedestrian walkway.*
- (f) *Store front retail façades should include transparent façades, recessed doorways and overhanging awnings, or canopies to provide weather protection for pedestrians and a unifying element in keeping with the overall design and character of the Transit Oriented Planning Area.*
- (g) *Parking areas should be located underground wherever possible. Surface parking should be limited with soft landscaping provided to reduce the impact of hard surfaces.*
- (h) *Private communal open space should be designed to provide a range of recreational opportunities, which may include plazas, children's play equipment, landscaped gardens, etc.*

(2) Site Design

- (a) Accessible and visible pedestrian connections must be provided throughout the Transit Oriented Planning Area and to surrounding areas within the Plan area.*
- (b) A pedestrian thoroughfare should be provided that is framed by commercial buildings and comprised of walking, social and meeting areas.*
- (c) Strong and direct pedestrian connections to the other uses on the site should be provided.*
- (d) Streetscape amenities should be provided to create a vibrant mixed use area.*
- (e) Layout of mixed use areas should contribute to the creation of a high quality, visually interesting pedestrian environment through building design, signage, façade treatment, landscaping and the provision of pedestrian amenities including street furniture, lighting and public art.*

1.1.7 Sustainable Design Principles

Green building design should be considered for all development proposed within the Transit Oriented Planning Area. LEED (Leadership in Energy and Environmental Design) or equivalent rated design requirements may assist in achieving design innovation and sustainability for this area. Building and site design for all areas within the Transit Oriented Planning Area may include, but are not limited to:

- (a) Encouraging the use of roof top gardens, or vegetated roof surfaces, which capture rainwater to assist in stormwater management.*
- (b) Limiting the disruption and pollution of natural water flows by managing stormwater runoff by maximizing permeable surfaces.*
- (c) Maximizing sunshine in determining the building orientation and internal layout, particularly to maintain reasonable sunlight access for residential development and pedestrian sitting areas.*
- (d) Limiting or eliminating the use of potable water for landscape irrigation.*
- (e) Encouraging and recognizing increasing levels of on-site renewable energy self-supply in order to reduce environmental impacts associated with fossil fuel energy use.*
- (f) Facilitating the reduction of waste generated by building occupants that is hauled to and disposed of in landfills by providing for the storage and collection of recyclables on site.*
- (g) Maximizing indoor environmental quality for building occupants by providing superior indoor air quality and thermal comfort, low-emitting building materials and access to daylight and views.*

APPENDIX 2 – SITE B DENSITY ALLOCATION

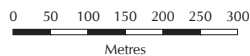
Site B Map

Symons Valley Community Plan

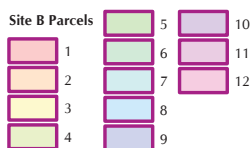
Map #

Site B

Density Allocations



Legend

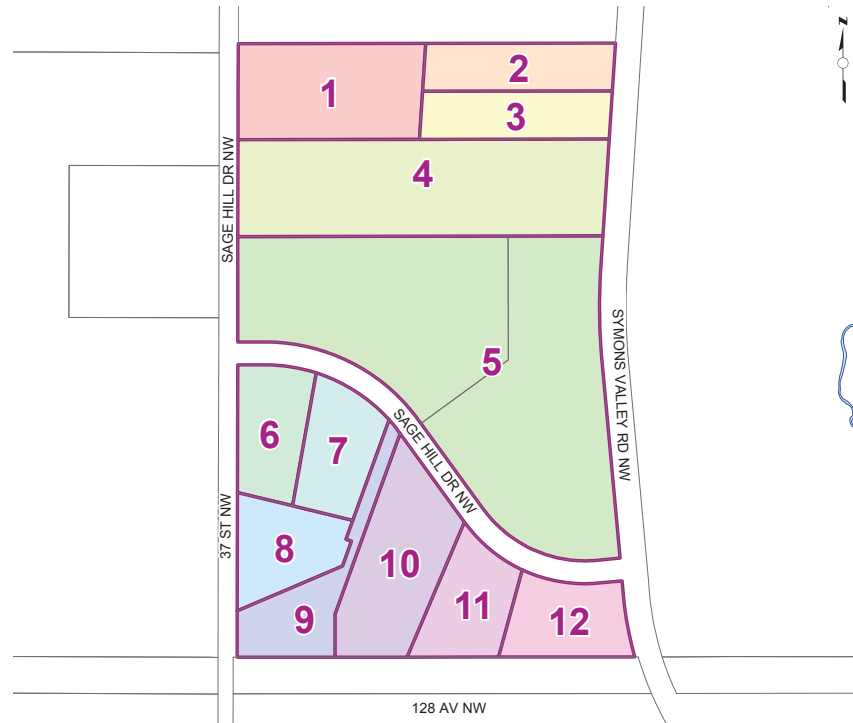


Approved:
20P2008
Amended:

This map is conceptual only. No measurements of distances or areas should be taken from this map.



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Site B Density Allocation Table

AREA	BASE MAXIMUM DENSITY (Residential units per parcel)	OVERALL MAXIMUM DENSITY WITH BONUS (Residential Units per parcel)
1	201	315
2	85	132
3	90	151
4	363	376
5	679	861
6	226	310
7	212	340
8	216	308
9	175	249
10	283	424
11	158	237
12	158	307
Total	2846	4010

PART II

Background Information



SYMONS VALLEY COMMUNITY PLAN

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1.0 PLANNING AREA

1.1 Location

The Symons Valley area comprises approximately 1370. hectares (3385 acres) of land located in the northwest sector of the city (Map 5). The area is situated north of the communities of The Hamptons and Hidden Valley and the Transportation and Utility Corridor (accommodating the future Stoney Trail NW), east of the Spy Hill Sanitary Landfill site and the future Sarcee Trail NW, west of the community of Panorama Hills and south of the current city limits (144 Avenue NW).

1.2 Historical Context

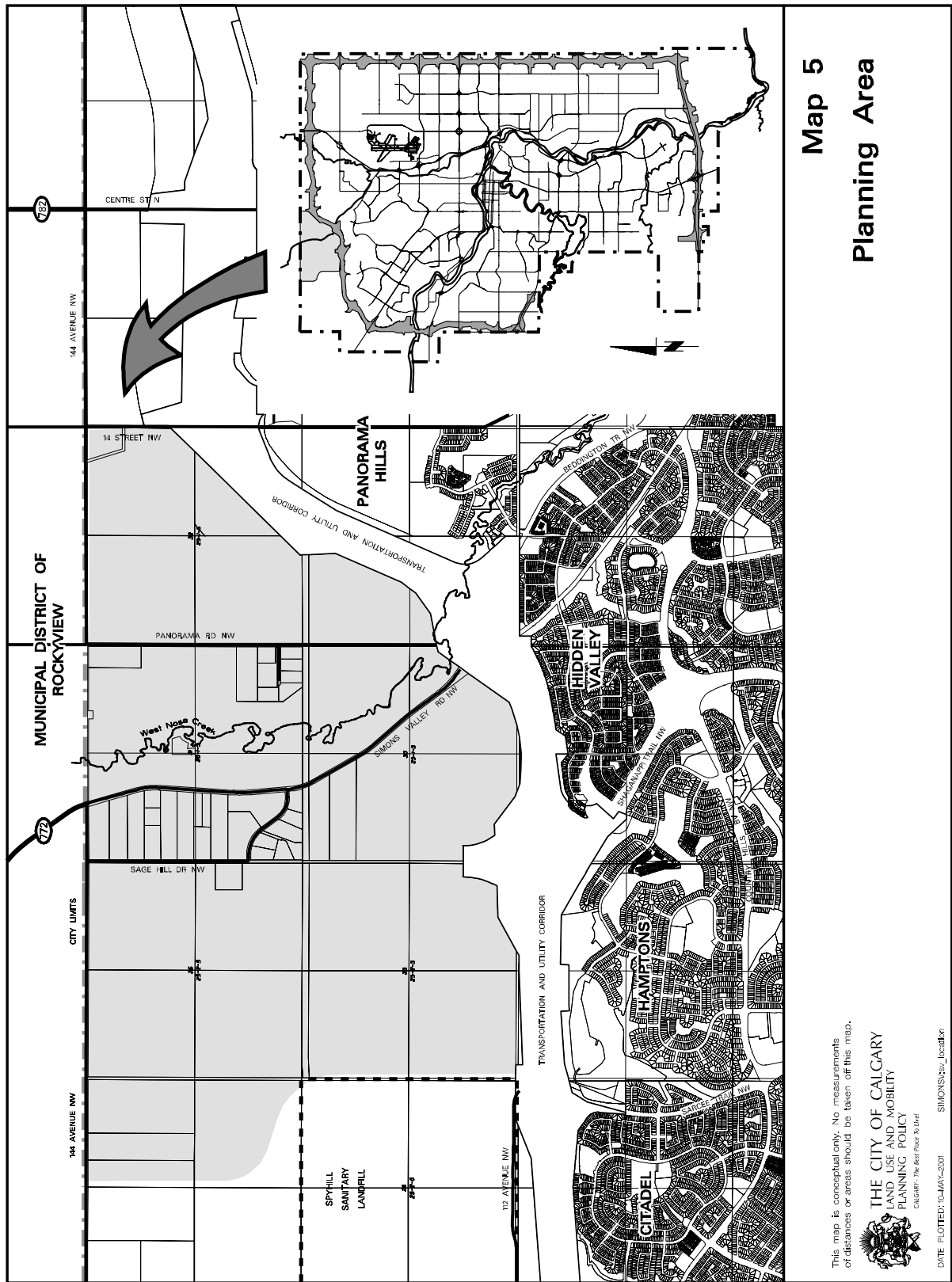
The Symons Valley area was annexed to The City of Calgary from the Municipal District (MD) of Rocky View on 1989 July 01. The annexation order included clauses indicating that annexed lands and improvements would continue to be assessed and taxed on the same basis as if they had remained in the MD until 2019 December 31, or until land use redesignation, connection to municipal services or subdivision of the land occurred.

Symons Valley was named after W. E. Simons, the first post-master appointed to the area. Established in 1907, the Simons' home was the site of the local post office. Between 1911 and 1926 the post office moved among neighbouring farms until rural mail delivery commenced. Inconsistencies in the spelling of Symons Valley probably started through an initial error in the post office signage that was then repeated at subsequent Symons Valley post-offices. Thus, while "Simons" is the historically accurate spelling of the postmaster's name, the revision of the spelling to "Symons" has been the one that has been traditionally used by the residents in the area, and it remains the predominant spelling today.¹

1.3 Policy Framework

The broad policy governing the planning and development of the Symons Valley area is contained within *The City of Calgary Municipal Development Plan (The Calgary Plan)*. The plan identifies the Symons Valley area as "Future General Urban Use" (predominantly residential) on the Future Conceptual Urban Structure Map. As indicated within the plan, the map: "...presents a generalized picture of Calgary's major land uses and their locations. As such, it portrays future land use at the broad policy level. A more precise indication of intended land use will be developed over time through the preparation of more detailed plans such as growth area management plans, area structure plans, community plans, area redevelopment plans, etc."

1 The City wishes to acknowledge Gail Nagle Fraser and Dr. Stephen Wilks for their research on the appropriate spelling of Symons Valley.



2.0 LAND FORM

2.1 Topography²

Much of the Symons Valley area has an undulating to gently undulating topography with relief due to glacial melt channels, eskers, wash board moraines and sandstone outcrops (Map 6). The most prominent feature is the West Nose Creek valley containing a small stream that flows from north to south along a floodplain, ranging in width from 250 to 500 metres.

The eastern side of the valley consists of an escarpment with approximately 40 metres of relief. Along the north end of West Nose Creek, the escarpment is relatively steep with some near vertical drops of approximately 20 metres. The escarpment slopes down to the west and east and to the south from a north central high. Slopes are gentler towards the south and east.

The west valley is moderately steep with a lower overall relief of less than 10 metres. The west valley wall is broken by several ravines that migrate back to the west into the gently rolling uplands. These ravines have reliefs of approximately 5 metres.

All surface drainage flows into West Nose Creek, and ultimately continues into the Bow River.

2.2 Natural Habitat

The area is situated in the Foothills Fescue ecoregion and is characterized by a dry, cool climate. Much of the area has been impacted by agricultural activity including cultivation and cattle grazing. Extensive native grasslands remain along West Nose Creek. Grasses include blue gramma grass, needle and thread grass, and wheat grasses. Forbs include an abundance of wild flowers, such as pasque flower, milk vetches, and asters. Pockets of aspen and shrub exist along the escarpment above West Nose Creek and the creek bed is characterised by a narrow strip of tall shrubs. West Nose Creek is an important north/south wildlife corridor, allowing movement of wildlife in and out of Calgary. Wildlife species include mule deer, coyote and badger. Bird species include waterfowl, raptors and songbirds.

2 MacMillan, R.A., "Soils survey of the Calgary urban perimeter", Alberta Soil Survey Report No. 45, Bulletin No. 54, Terrain Sciences Department, Alberta Research Council, Edmonton, Alberta, Canada 1987, pp. 6-7.



3.0 LAND USE

3.1 Existing Uses

Agriculture is the predominant land use within the Symons Valley area and takes form of mainly grazing and cultivation (Map 7). This use is reflected in the landownership pattern much of which consists of quarter sections or larger parcels.

In the early 1970s, the Municipal District of Rocky View approved two country residential subdivisions within the central portion of the area along Symons Valley Road NW and Panorama Road NW. These subdivisions contain a variety of parcels ranging in size from about 1.0 hectare to 10.0 hectares and currently accommodate residences, hobby farms and related accessory buildings. As part of the subdivision, the Municipal District of Rocky View required that reserve land owing be provided in the form of two large reserve parcels located along 144 Avenue NW. The ownership of these two reserve parcels was transferred to The City when the area was annexed.

3.2 Potential Historical Building

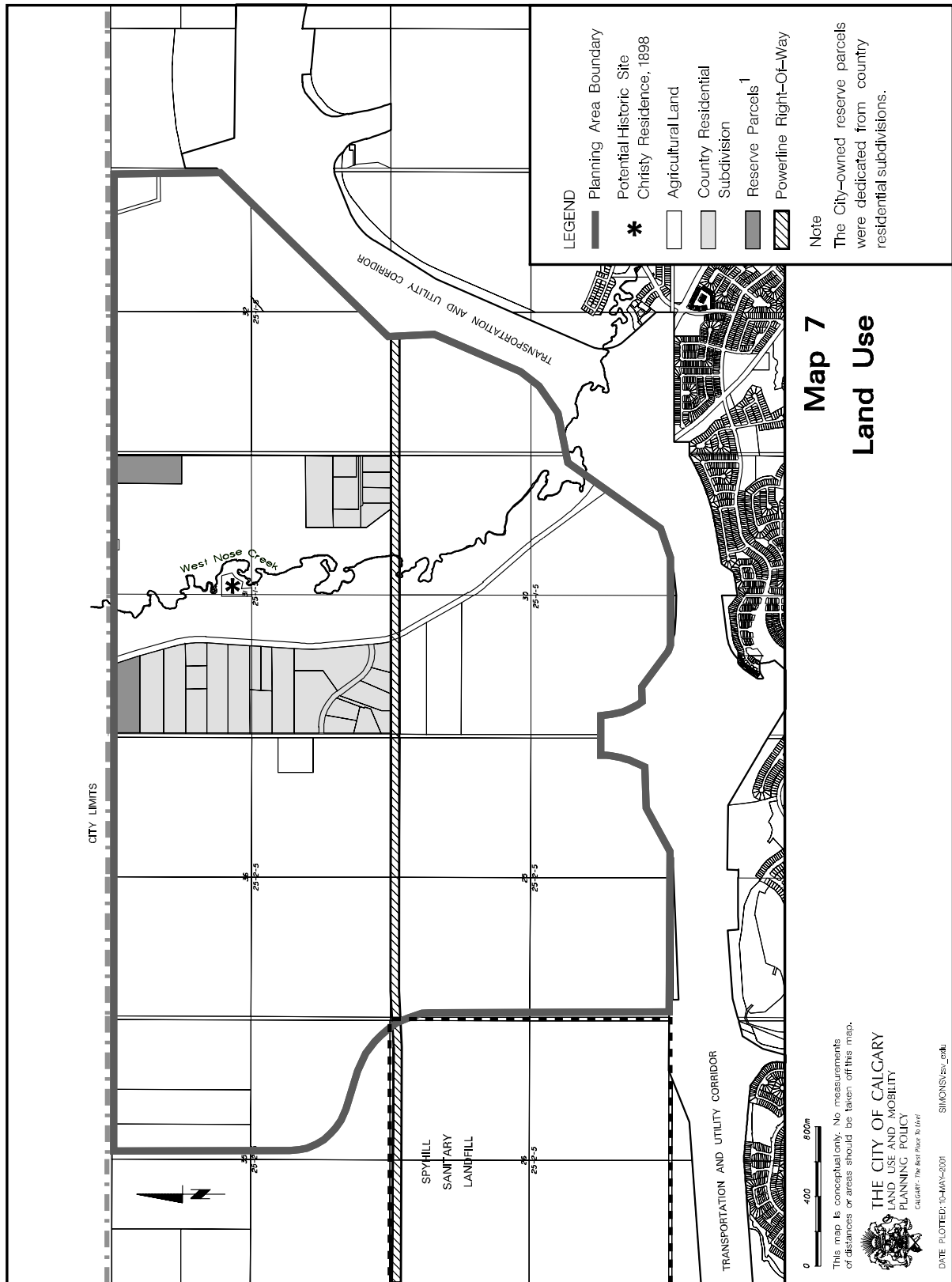
The Christy residence represents a potential historical residence located along West Nose Creek (Map 3). This sandstone house was constructed in 1898 by Andrew Christy, a pioneer settler in the district.

The building is believed to be the only "stone" residence ever built in the area. The building's architectural design is reflective of a typical prairie farmhouse style with such features as a gambrel roof, bay window, and an open verandah on the front of the house, which has now been enclosed. The walls are constructed of local sandstone, and the home appears to have an "L" shaped plan.

The house has since been covered with stucco, has had a small addition constructed at the rear and continues to be occupied.



Christy Residence, 1908



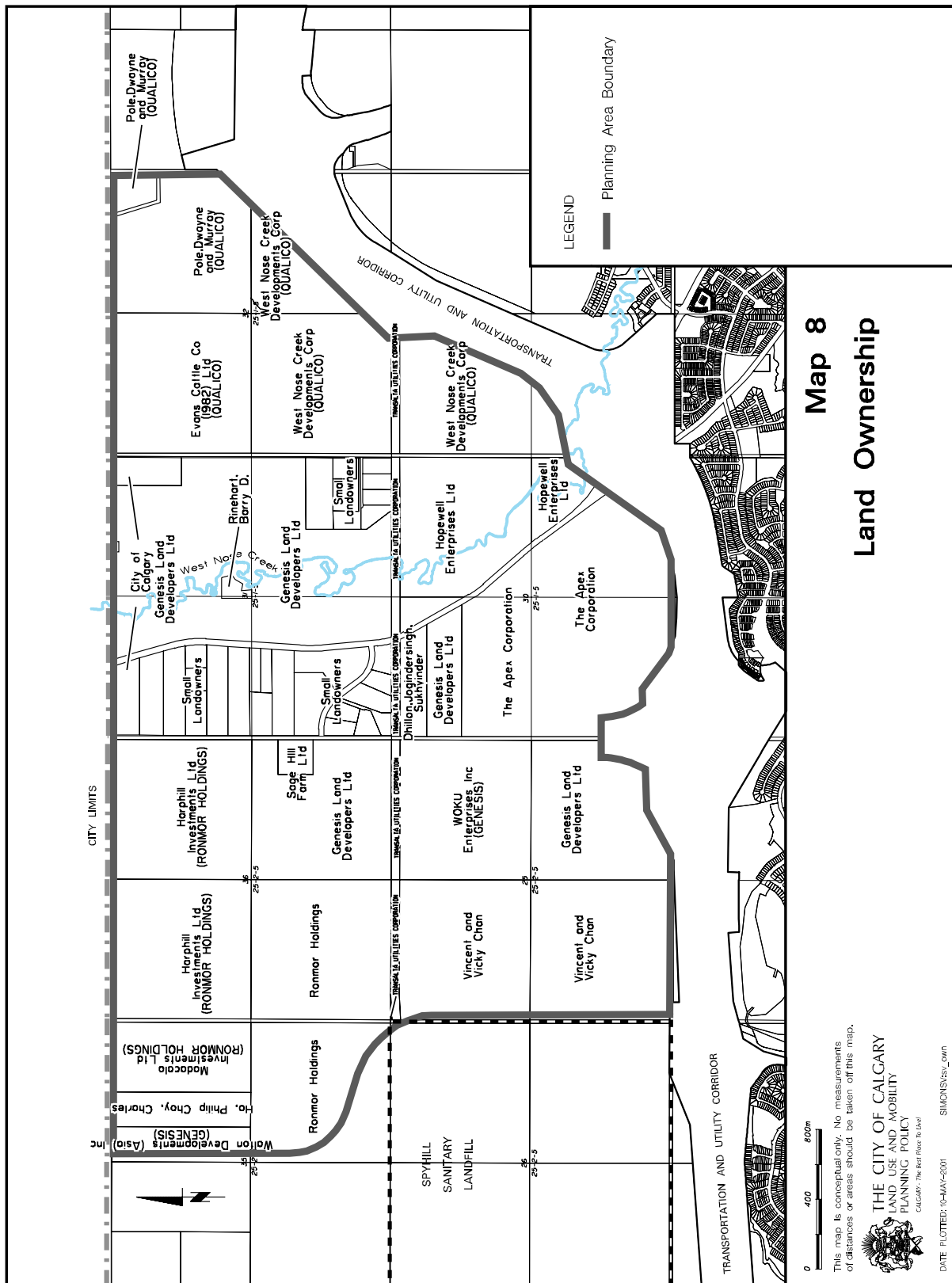
4.0 LAND OWNERSHIP

4.1 Ownership Pattern

The land ownership pattern within Symons Valley is shown on Map 8 and is described within the following table.

Table 1: Ownership by Area

Owner	Area (Ha*)	Area (Ac*)	% of Total
Genesis Land Developers Ltd.	272.31	672.86	20.18
West Nose Creek Developments Corp. (Qualico)	133.92	330.92	9.92
Harphill Investments Ltd. (Ronmore Holdings)	128.12	316.58	9.49
Apex Corporation	127.41	314.83	9.44
Vincent and Vicky Chan	125.03	308.95	9.27
Ronmor Holdings	108.86	268.98	8.07
Small Landholders	89.43	220.98	6.63
Hopewell Enterprises Ltd.	69.95	172.85	5.18
Evans Cattle Co. (1982) Ltd. (Qualico)	64.85	160.23	4.81
Pole, Dwayne and Murray (Qualico)	62.45	154.30	4.63
WOKU Enterprises Inc. (Genesis)	60.61	149.76	4.49
Madacalo Investments Ltd. (Ronmor Holdings)	31.95	78.95	2.37
Trans Alta Utilities Corporation	18.82	46.50	1.39
Ho, Philip & Choy, Charles	16.05	39.65	1.19
City of Calgary	12.72	31.43	0.94
Walton Developments (Asia) Inc. (Genesis)	12.15	30.01	0.90
Dhillon, Jogindersingh Sukhvinder	9.17	22.67	0.68
Sage Hill Farm Ltd.	4.05	10.00	0.30
Rhinehart, Barry D.	1.62	4.00	0.12
Total	1349.47	3334.45	100.00%
*approximate areas only		Source: Planning Policy - July 2000	



5.0 ENVIRONMENTALLY SIGNIFICANT AREAS

5.1 Identification of Environmentally Significant Areas

An Environmentally Significant Area (ESA) is defined as a natural area which, because of its features or characteristics, is significant from an environmental perspective to the community of Calgary and has the potential to remain viable within an urban environment.³

The significance of a natural area is determined by a combination of the following criteria:

- quality of biotic habitat
- level of importance to the healthy maintenance of the human system
- level of importance to the healthy maintenance of a natural system
- presence of distinctive and/or unusual landform
- limited representation within the area or city.

ESAs in the Symons Valley area are focused in the West Nose Creek valley especially the eastern slope (Map 9). Other significant areas comprise the ravines connecting to the valley to the west as well as a large ravine in the northwest corner of the planning area.

While agricultural activity including grazing and cultivation have modified much of the lands within Symons Valley, natural areas of grasslands, aspens and shrubs have been retained along the West Nose Creek valley and the ravines.

Both the *Calgary Plan* and the *Urban Park Master Plan* identify West Nose Creek as a major open space corridor that is expected to be developed into a continuous park system along the creek valley. This park system will have a mixture of natural and developed features.

The *Calgary River Valleys Plan* indicates that retaining public access to all creek valleys and natural areas is of utmost importance.

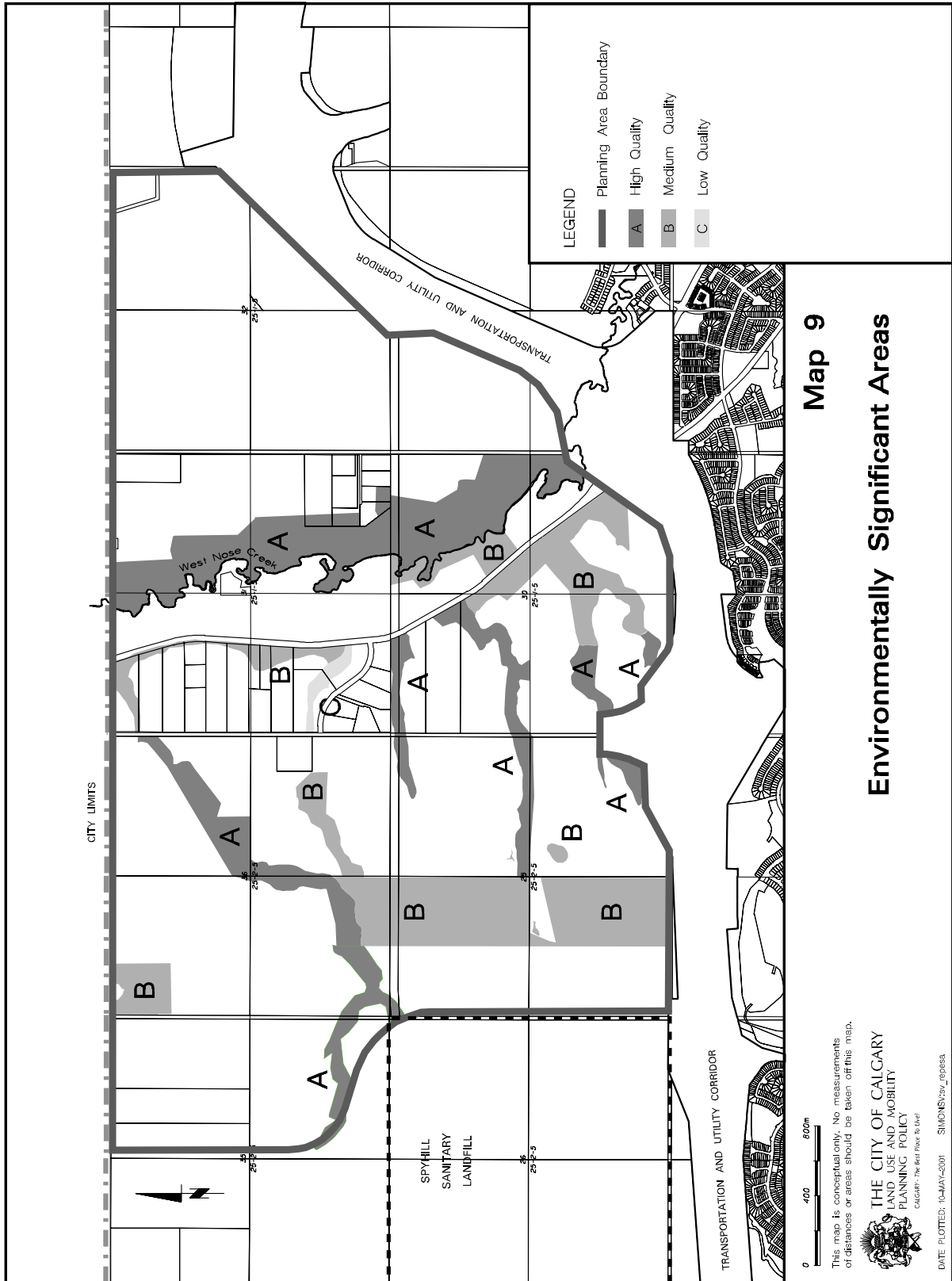
5.2 Protection of Environmentally Significant Areas

Areas identified as ESAs are not automatically acquired and/or protected from development but rather subjected to review and decision-making at the Outline Plan/Land Use Amendment stage.

The protection of ESA lands can occur through the land being dedicated as Environmental Reserve (ER) or Municipal Reserve (MR), being purchased by The City or donated to the Parks Foundation, or being regulated through development controls or subdivision restrictions.

In addition, indirect initiatives such as requiring landscaping with indigenous vegetation on private lands adjacent to an ESA can be introduced to protect and complement the natural vegetation. Whenever possible, such initiatives should be encouraged and promoted.

3 City of Calgary, "Parks & Recreation Technical report: protecting Calgary's Environmentally significant areas Draft," 1996, pg 3.



6.0 DEVELOPMENT CONSTRAINTS

6.1 West Nose Creek

West Nose Creek intersects Symons Valley in a north-south direction. The creek is susceptible to periodic flooding and is subject to the *Floodway, Floodplain and Overland Flow Area Special Regulations* contained in *Land Use Bylaw 2P80*. Floodway lands are normally acquired and protected in their natural state through the subdivision process as environmental reserve land.

An escarpment also extends along both sides of West Nose Creek and is most pronounced on the east side. Portions of the escarpment may be unstable and prone to erosion and subsidence. Detailed geotechnical information will need to be submitted at the Outline Plan/Land Use approval stage to determine the stability of these lands.

6.2 Gravel Deposits

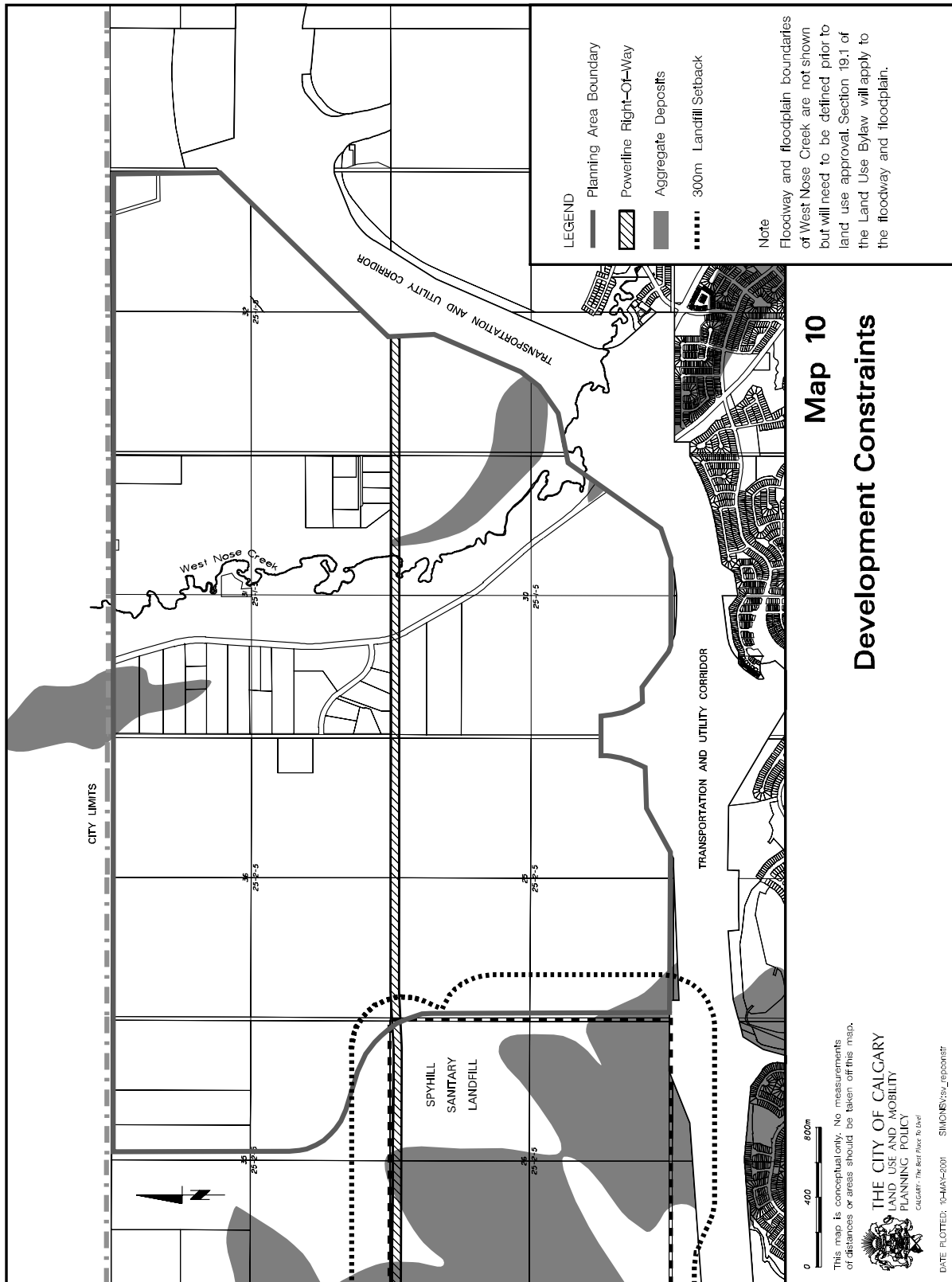
Gravel deposits within the Symons Valley area are not considered to be significant. Existing deposits are situated on both sides of West Nose Creek in the southern part of the planning area and at the southeast corner of the future Sarcee Trail NW and future Stoney Trail NW. Provincial land use policies encourage municipalities to establish land use patterns that accommodate natural resource extraction and processing, while minimizing potential conflict with nearby land uses and any negative environmental impact. It is not expected that gravel will be mined along West Nose Creek due to the small size and poor quality of the deposits. The small gravel deposit along the future Sarcee Trail NW may be mined, insofar as practical, by the developer, as part of the grading and contouring of the site.

6.3 Spy Hill Sanitary Landfill

The *Provincial Subdivision and Development Regulation* imposes a permanent 300 metre setback from the edge of the existing or future working area of the Spy Hill Landfill and a temporary 450 metre setback from the current active working area of the landfill. Under the *Regulation*, a school, hospital, food establishment or residence is not allowed to locate within these setbacks. The temporary 450 metre setback impacts the northwest portion of the Symons Valley area but not the western portion since the working area of the landfill has moved sufficiently west. The permanent 300 metre setback will extend into the westerly and northerly portion of the Symons Valley area. To address this situation, a business park and commercial centre that will comply with the *Regulation* will be located along Sarcee Trail NW within the 300 metre setback boundary.

6.4 Overhead Powerline

A 240 kV transmission line located within a right-of-way owned by Trans Alta Utilities Ltd. runs east-west through the Symons Valley planning area. While urban development will be allowed on lands adjacent to the right-of-way, restrictions may apply to any roads, pathways, parks, light standards, landscaping, or tree planting that may occur on or near the right-of-way. These conditions will be addressed on a case by case basis by Trans Alta.



7.0 REGIONAL ROAD NETWORK

7.1 Shaganappi Trail NW

The primary north-south transportation link for Symons Valley will be Shaganappi Trail NW. This road will ultimately be a 6-lane expressway between the future Stoney Trail NW and 144 Avenue NW. The road will have no permanent intersections between Stoney Trail NW and 128 Avenue NW and 128 Avenue NW and 144 Avenue NW. Initially, intersections will be constructed at-grade and eventually grade-separated intersections will be provided. The City will purchase the Shaganappi Trail right-of-way as development of the adjacent lands occurs and will be responsible for constructing this road when warranted.

7.2 Stoney Trail NW

Stoney Trail NW is to be constructed within the Transportation and Utility Corridor (TUC) along the southern boundary of the Symons Valley area. Construction of Stoney Trail NW is intended to commence in 2004, however the timing of construction will be dependent upon a variety of factors. Stoney Trail NW is not required to serve Symons Valley in the short term. It will, however, be required to serve medium to long-term development in the north sector of the city. The Province of Alberta will be responsible for the construction of Stoney Trail NW, based upon current transportation infrastructure funding arrangements between The City and the Province.

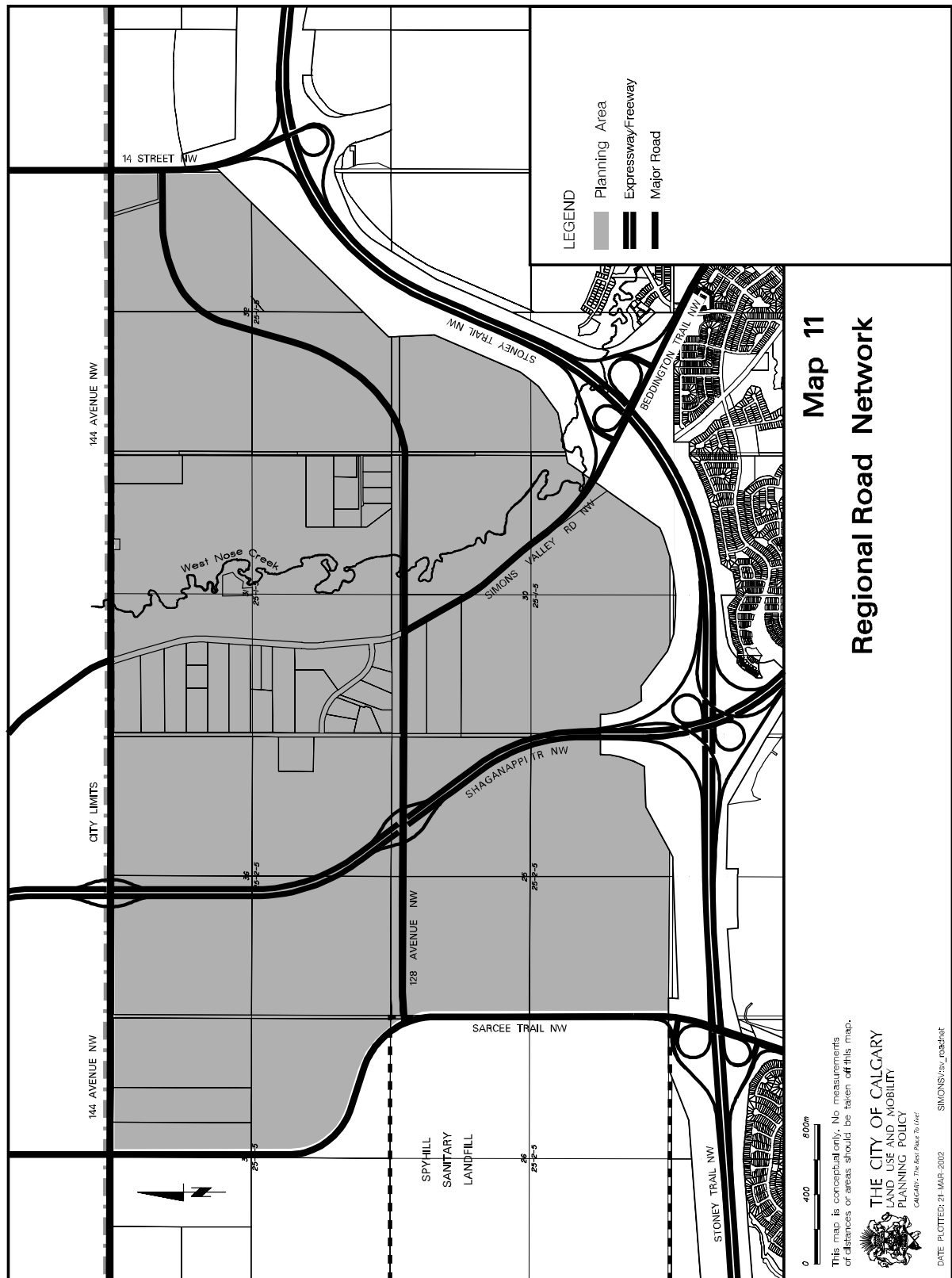
7.3 Sarcee Trail NW

Sarcee Trail NW will be a four lane major standard road providing access to the westerly lands within Symons Valley. The road will be extended north in response to the development in the area. The design of the road will need to provide for a suitable access to the Spy Hill Sanitary Landfill to the west.

7.4 128 Avenue NW

The main east-west road connection through Symons Valley will be 128 Avenue NW. 128 Avenue NW is to be a six-lane divided major roadway from Sarcee Trail NW to approximately Panorama Road NW. East of Panorama Road NW, 128 Avenue NW will be either a four or six lane major road depending upon development densities in the area.

The alignment of 128 Avenue NW is considered to be the most efficient and functional following a consideration of environmental, engineering and planning factors. This alignment, however, will adversely impact a natural ravine lying immediately west of Symons Valley Road NW, adjacent to the powerline right-of-way. Alternative alignments for 128 Avenue NW to the north and south of the ravine were examined, however these alternatives introduced issues relating to the impact on the small-holdings parcels, the need to relocate



transmission towers within the powerline right-of-way, and the inherent difficulty in overcoming steep topography and meeting geometric roadway design standards. The proposed alignment results from a consideration and balancing of these issues. As part of the construction obligations for 128 Avenue NW, the developer will be required to introduce mitigative measures to retain and enhance the ravine insofar as practical.

7.5 144 Avenue NW

144 Avenue NW is a major road that defines the northerly boundary of the Symons Valley area. The requirement for this road, with respect to Symons Valley, is minimal as it will primarily serve cross-flow traffic in the area. This roadway would normally be constructed when development warrants.

7.6 Simons Valley Road NW

Simons Valley Road NW will serve as a major road connection from Beddington Trail NW to 128 Avenue NW. This road will provide access for the initial stages of development in the eastern portion of Symons Valley. Simons Valley Road NW will terminate at 128 Avenue NW at an at-grade intersection. North of 128 Avenue NW, Simons Valley Road NW will taper to a collector standard roadway to 144 Avenue NW.

7.7 14 Street NW

14 Street NW forms the westerly boundary of the Symons Valley area. This major road will continue north to eventually provide access to lands that are currently in the Municipal District of Rocky View.

7.8 Other Existing Roads

Sage Hill Drive NW, which serves the westerly small-holdings subdivision, will be a future collector road in the area. Panorama Road NW will provide temporary access to residential development in the area but will eventually be closed and incorporated into the subdivision design. The portion of Panorama Road NW north of 128 Avenue NW will be redeveloped as a major road.

8.0 TRUCK ROUTES

8.1 Permanent Truck Routes

It is anticipated that Shaganappi Trail NW, Stoney Trail NW, Sarcee Trail NW, 144 Avenue NW and 14 Street NW will function as permanent truck routes in relation to the Symons Valley area. These truck routes will need to be designated within The City of Calgary Truck Route Bylaw and the standard requirements will then apply to residential development adjacent to these roadways.

8.2 Interim Truck Route

Simons Valley Road NW will continue to serve as a truck route in the interim until such time as the alternative permanent truck routes become available in the area. As such, special development requirements relating to the interface between residential development and truck routes may be applied to residential uses along this road. Building permits on the adjacent residential lots may need to be withheld on lots adjacent to the portion of Simons Valley Road NW north of 128 Avenue NW, until alternative truck routes become available to replace the Simons Valley Road NW route.

9.0 COMMUNITIES

9.1 Area

Symons Valley is comprised of five communities identified on Map 12 ('A', 'B', 'C', 'D', and 'E'). These communities are defined by the regional road network and the West Nose Creek escarpment. The area of each community is shown in the following table:

Table 2: Area of Communities

Community	Gross Area	Gross Developable Area
A	211 ha (521 ac)	188 ha (465 ac)
B	215 ha (531 ac)	162 ha (399 ac)
C	307 ha (759 ac)	214 ha (528 ac)
D	164 ha (405 ac)	116 ha (287 ac)
E	403 ha (996 ac)	380 ha (939 ac)
Total	1 300 ha (3 212 ac)	1 059 ha (2 617 ac)

Note: The terms gross area and gross developable area are defined in the Glossary at the back of Part II. The figures in this table are projections only and subject to refinement at the Outline Plan/Land Use stage.

9.2 Population and Dwelling Unit Projections

The projected population and dwelling unit yield of the five communities at varying densities is shown in the following table:

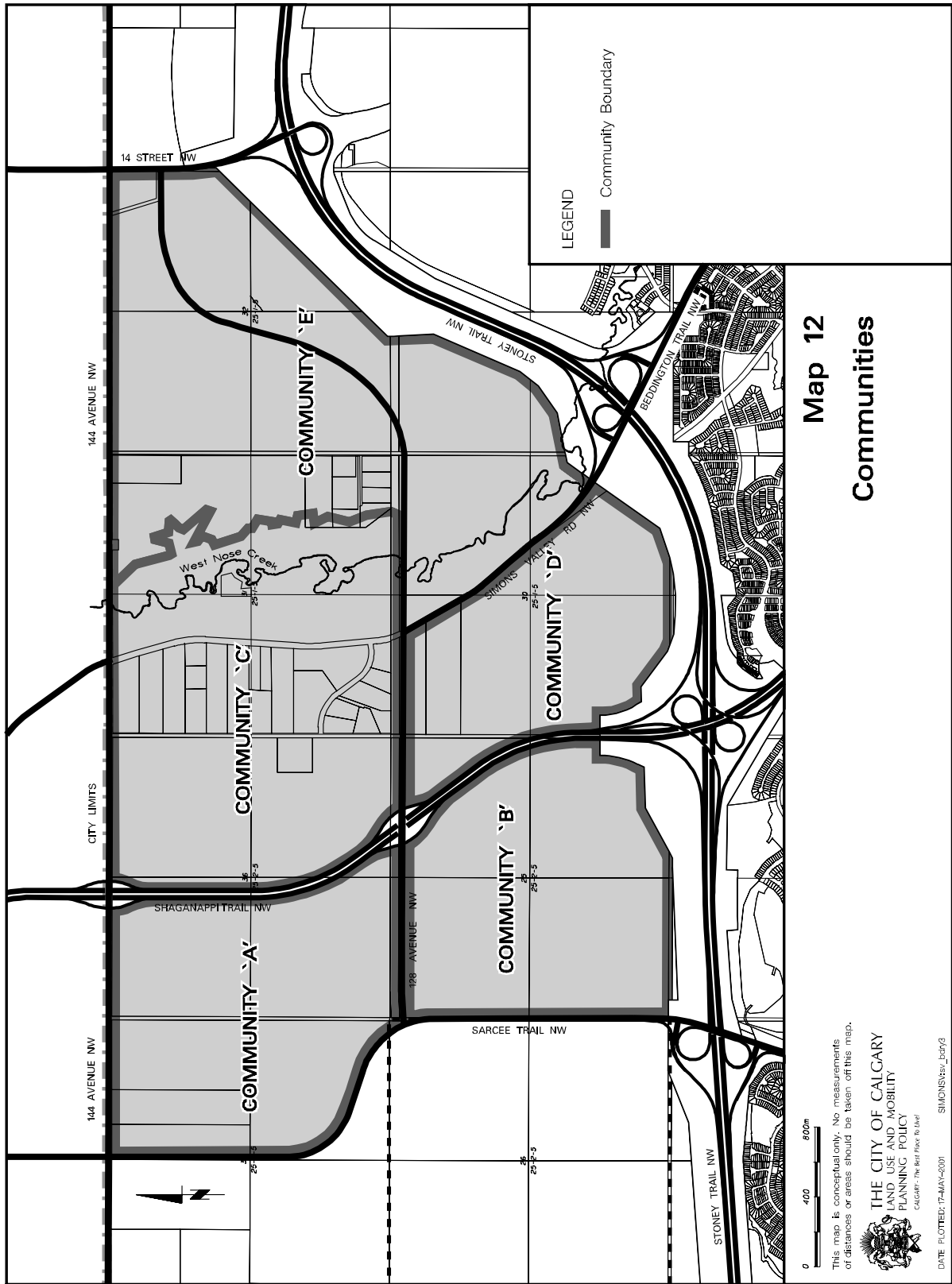
Table 3: Projected Population and Dwelling Unit Yield

Community	Gross Developable Area	¹ Projected Population ² (Projected Dwelling Unit Yield)		
		6 units/acre	7 units/acre	8 units/acre
A	188 ha (465 ac)	8 649 (2 790)	10 091 (3 255)	11 532 (3 720)
B	162 ha (399 ac)	7 421 (2 394)	7 998 (2 580)	9 895 (3 192)
C	214 ha (528 ac)	9 821 (3 168)	10 363 (3 343)	13 094 (4 224)
D	116 ha (287 ac)	5 524 (1 782)	6 228 (2 009)	7 118 (2 296)
E	380 ha (939 ac)	17 465 (5 634)	19 508 (6 293)	26 288 (8 480)
Total	1 059 ha (2 617 ac)	48 880 (15 768)	54 188 (17 480)	67 927 (21 912)

Note:

1 The 1999 Civic Census Occupancy Rate of 3.1 persons per dwelling in developing suburban communities has been used to project the population of each community.

2 The target density range for each community is between 6 units per gross developable acre and 8 units per gross developable acre.



10.0 CIRCULATION SYSTEM

10.1 Internal Roads

The internal road pattern as shown in Map 13 comprises collector roads and major roads. This road pattern will be refined through the Outline Plan/Land Use Amendment process.

10.2 Regional Pathways

As shown on Map 4, the regional pathway system will extend throughout the Symons Valley area. The pathway will be aligned along the natural ravines and West Nose Creek, and will also connect to the joint use sites and commercial centres within the communities.

The regional pathway will require below-grade crossings of Shaganappi Trail NW within the ravine system as well as a below-grade interchange crossing of Stoney Trail NW/Beddington Trail NW. The pathway will require two above-grade/at-grade crossings at the Shaganappi Trail NW/128 Avenue NW interchange and the Stoney Trail NW/Sarcee Trail NW interchange.

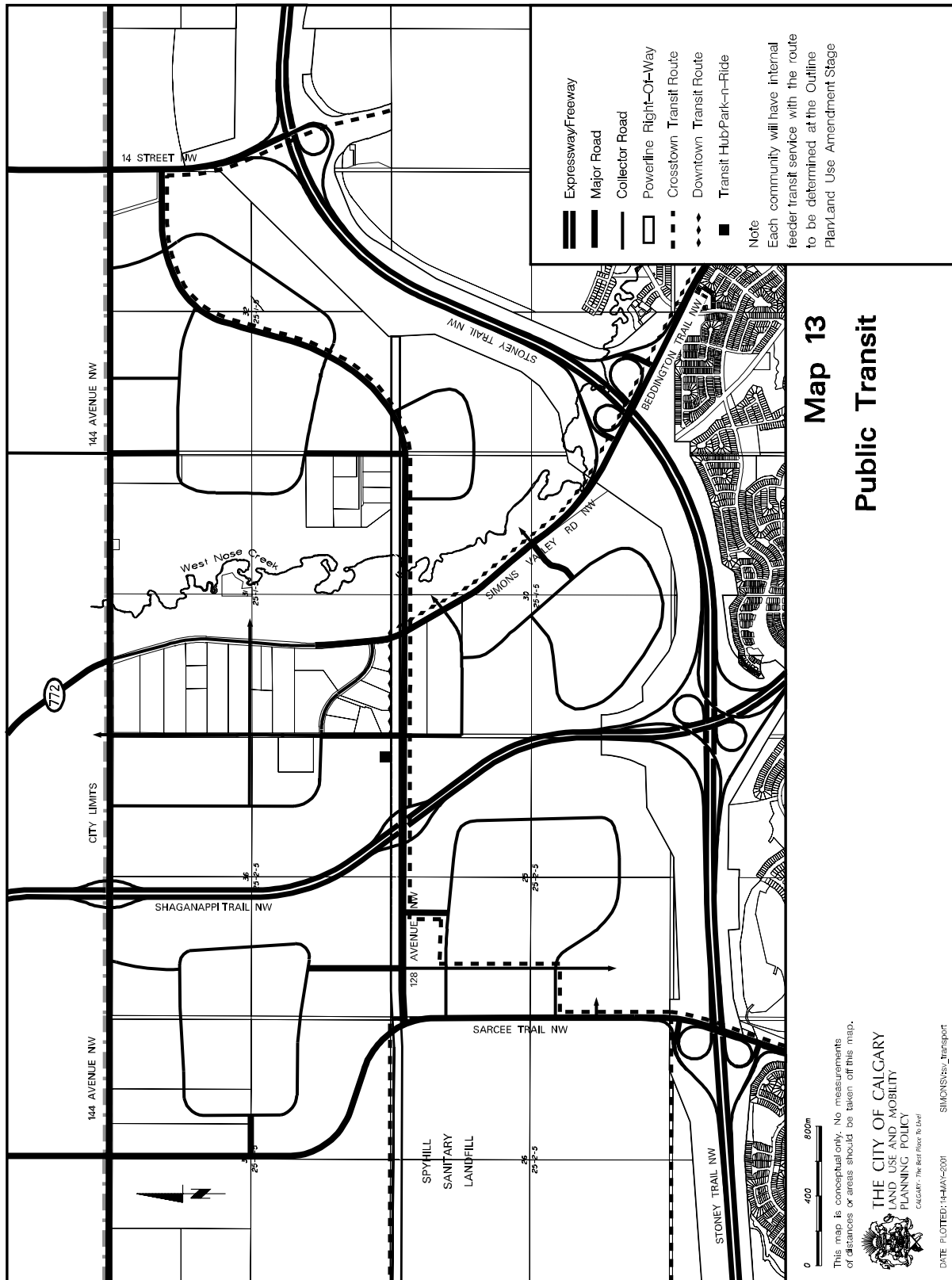
10.3 Pedestrian Routes

The main pedestrian routes will comprise sidewalks and local and regional pathways. Sidewalks will be located within the road rights-of-way throughout the residential neighbourhoods. Local pathways will be routed within parks and along roads, and for the most part, will connect to the regional pathway system.

128 Avenue NW will need to be designed in a pedestrian-friendly manner in order to reduce its barrier effect on the communities. Features such as tree-lined boulevards and medians, sidewalks or pathways on each side of the roadway and well-defined crossings will need to be introduced into the design of this roadway. In addition, pedestrian overpasses are proposed in two locations between Communities 'A' and 'B' and 'C' and 'D'. These overpasses will provide safe and functional grade-separated crossings for pedestrians and, in particular, school age children, and are considered necessary given the sharing of schools, community facilities and recreational amenities that will occur among these communities.

10.4 Public Transit

Transit feeder bus routes will be provided within each of the five communities within Symons Valley. Each feeder route will connect to a central transit hub to be located along 128 Avenue NW and east of Shaganappi Trail NW adjacent to the commercial centre. The transit hub connects express bus routes to the city centre and other key destinations within the north sector of the city. A park 'n' ride facility for approximately 900 cars will also be required in conjunction with the transit hub.



11.0 JOINT USE SITES

11.1 Joint Use Site (JUS) Requirements

The JUS requirements for Symons Valley are identified in the following table and shown on Map 14.

Table 4: Joint Use Site Requirements

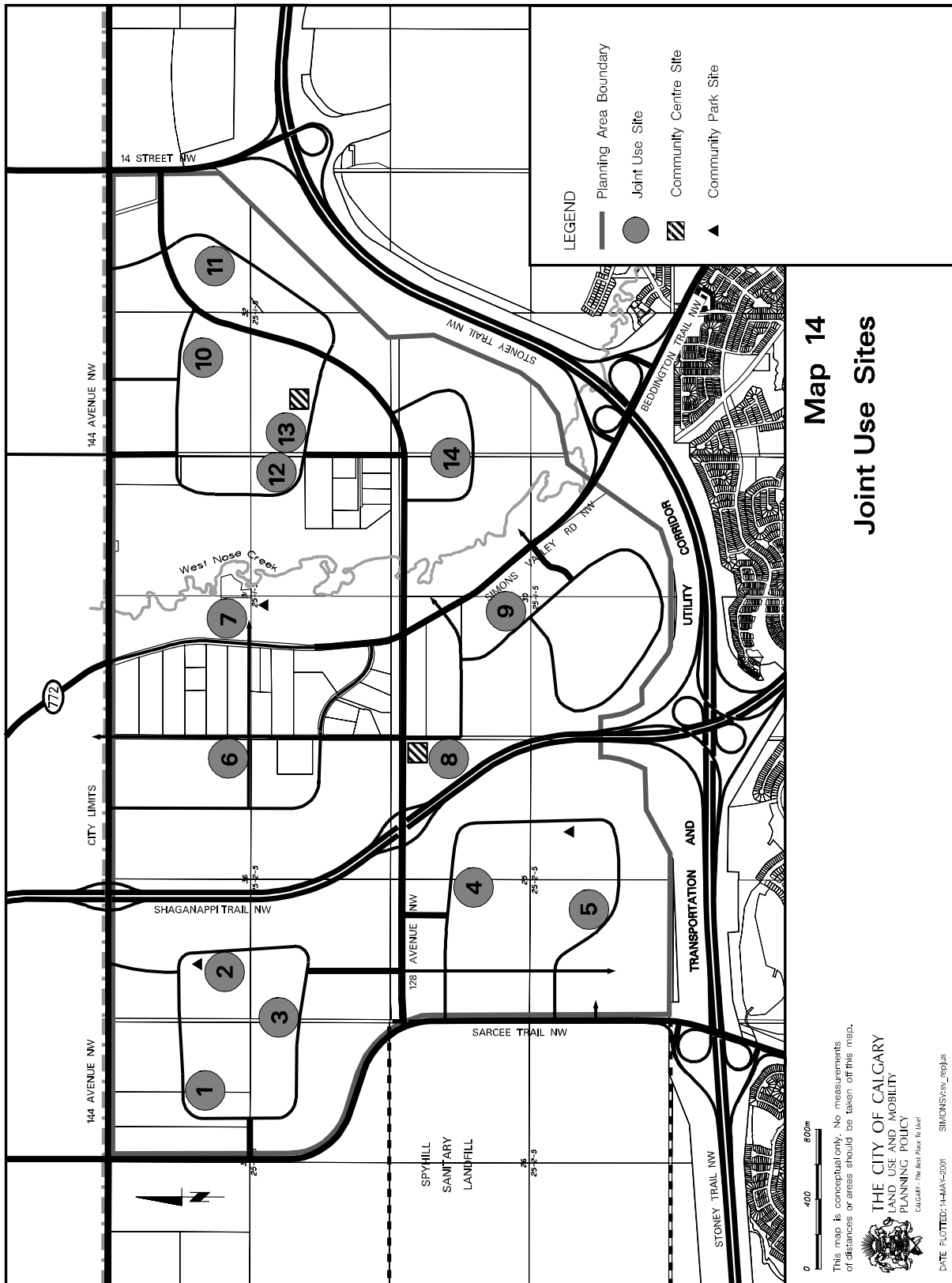
Site No (see Map 16)	School Type	School Board	Size* Ha (Acres)
1	Elementary	Calgary Catholic School District	3.7 (9)
2	Elementary	Calgary Board of Education	4.1 (10)
3	Junior High	Calgary Board of Education	4.9 (12)
4	Elementary	Calgary Board of Education	4.1 (10)
5	Elementary/ Junior High	Calgary Catholic School District	4.9 (12)
6	Elementary	Calgary Catholic School District	3.7 (9)
7	Elementary	Calgary Board of Education	4.1 (10)
8	Junior High	Calgary Board of Education	4.9 (12)
9	Elementary	Calgary Board of Education	4.1 (10)
10	Elementary	Calgary Board of Education	4.1 (10)
11	Elementary/ Junior High	Calgary Catholic School District	4.9 (12)
12	Junior High	Calgary Board of Education	4.9 (12)
13	Elementary	Calgary Catholic School District	3.7 (9)
14	Elementary	Calgary Board of Education	4.1 (10)
Total			57.5 (147)
* The exact size and location of a joint use site will be determined at the outline plan stage.			

11.2 Community Centre/Park Sites

Community Centre sites in Symons Valley are proposed in two locations along 128 Avenue NW: central to Communities 'A', 'B', 'C' and 'D' (within Community 'D') and central to Community 'E'.

The community centre site within Community 'D' should be at least 2.0 hectares (4.9 acres) in size while the community centre site within Community 'E' should be at least 1.6 hectares (4.0 acres) in size.

To augment the community centre in Community 'D', community parks will be provided in a central location within Communities 'A', 'B', and 'C' respectively. These parks should be a minimum of 0.8 hectares (2.0 acres) in size and designed to accommodate active and passive recreational activities serving the community. The parks are not intended to contain a community building.



12.0 COMMUNITY SERVICE SITES

12.1 Fire Station Sites

Typically, fire stations are spaced to ensure maximum response times of 5 to 7 minutes. Initial fire services for the Symons Valley community will be provided from the Country Hills and Edgemont sites with an additional facility being planned for at the intersection of Shaganappi Trail and Country Hills Boulevard. As well, a fire station is planned along Symons Valley Road NW as development progresses north. Construction of this facility is expected to commence in 2005.

12.2 Emergency Medical Services (EMS) Sites

Emergency Medical Services (EMS) facilities are strategically located throughout Calgary in order to provide a maximum 8-minute response time. At the present time, advanced life support Paramedic Response Units (PRUs) provide emergency medical services for the Symons Valley planning area. These units are located in the Fire/EMS Joint Use Facilities in the Country Hills and Edgemont Communities. It is anticipated that as development progresses north, the PRU that is presently based in Edgemont will be replaced with an ambulance and a new PRU will be established further north. EMS is planning a partnership with Fire Services to build a Joint Use Facility along Symons Valley Road NW.

12.3 Police Services Sites

Police services for the Symons Valley area are provided out of the Silver Springs District Office (#2, 5720 Silversprings Boulevard NW) and the North Haven District 3 Office (4303 14 Street NW). Additional police services will be based at the Country Hills Town Centre facility.

12.4 Library Service Sites

The closest library to the Symons Valley planning area is the Nose Hill Library (1530 Northmount Drive NW) and the Thorn-Hill Library (6617 Centre Street N).

Long range facility planning for community and area libraries consider population and distance from existing libraries. A 3.5 km average distance has been established as the catchment distance for a community library customer base of 40,000 and a 4.0 - 5.0+ km average distance has been established for an area library customer base of 100,000. Both the 3.5 km and the 4.0 - 5.0+ km distances are influenced by the presence of any geographic and transportation barriers. An area library is being considered for the Crowfoot Town Centre in 2004 and a community library is being considered within the vicinity of Country Hills Village in 2007. These libraries will serve the Symons Valley planning area until future growth north of Symons Valley creates the need for an additional library facility.

12.5 Regional Recreation Centre Sites

Regional Recreation Centres are developed from a multitude of locational criteria including financial feasibility, population, and travel patterns. Although a facility is not planned for the Symons Valley area, the regional recreation facility at the Crowfoot YMCA (8100 John Laurie Boulevard NW) and the facility currently being planned for at Country Hills Town Centre (Nose Creek Regional Recreation Centre) will serve the area. Additional facilities are anticipated for future urban growth areas north of Symons Valley.

12.6 High School Sites

No public or separate high schools are planned for the Symons Valley planning area. Community needs will be met through the proposed public and separate schools in Country Hills Village and the existing St. Francis Senior High School (877 Northmount Drive NW) and James Fowler High School (4004 4 Street NW) as illustrated on Map 15.

A public and a separate high school will need to be considered in future urban growth areas north of Symons Valley.

12.7 Social/Recreational Service Sites

Symons Valley will be provided with recreational services from the North Area Office (905 30 Avenue NW). A Community Recreation Co-ordinator (CRC) will be appointed to work with residents in the area once population warrants.

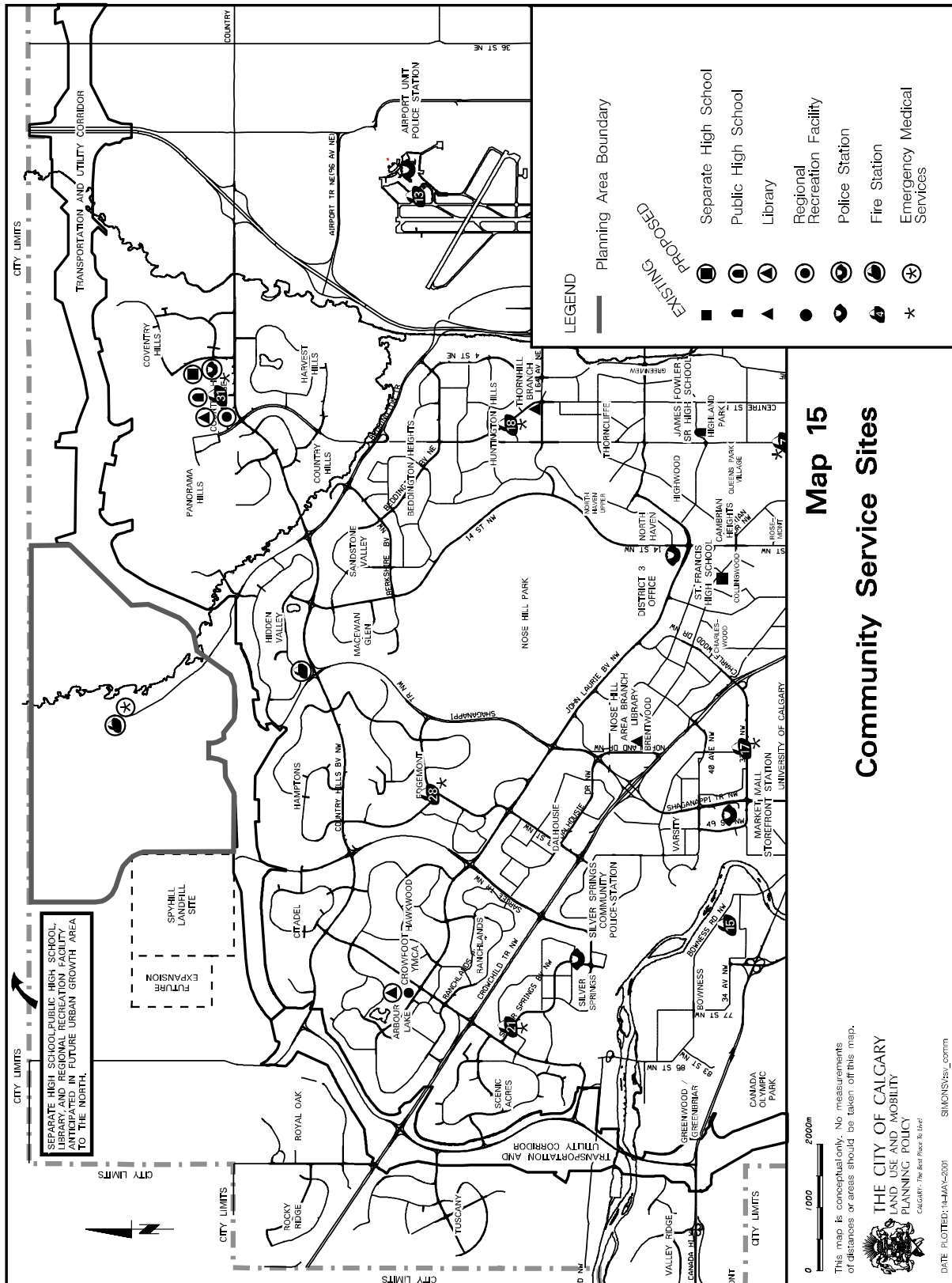
Social services such as youth probation, community development, youth employment, crisis intervention and out of school care subsidy will be provided to the Symons Valley area from the Thornhill Office (6617 Centre Street N). Community Development (CD) Officers will be responsible for providing such services.

12.8 Calgary Regional Health Service Sites

The Calgary Regional Health Authority (CRHA) operates three hospitals and a specialized children's hospital in Calgary. The Foothills Medical Centre (16 Avenue and 29 Street NW) and the Peter Lougheed Centre (26 Avenue and 34 Street NE) are the closest hospitals to the Symons Valley planning area.

Public health services are provided at a variety of geographical locations throughout the region. Residents may select any location to receive health services. Although the closest clinic within Calgary is the Ranchlands clinic (109, 1829 Ranchlands Boulevard NW), residents may find the clinics in The Town of Cochrane (213 1 Street NW) and The City of Airdrie (604 Main Street S) convenient to travel to. Similarly, the Thornhill Clinic (6617 Centre Street N) has excellent transit service and may be a preferred choice of some.

Within the next 24-36 months, the CRHA is looking to develop an additional 24-hour facility in the northern portion of the city.



13.0 COMMERCIAL DEVELOPMENT

13.1 Commercial Land Requirements

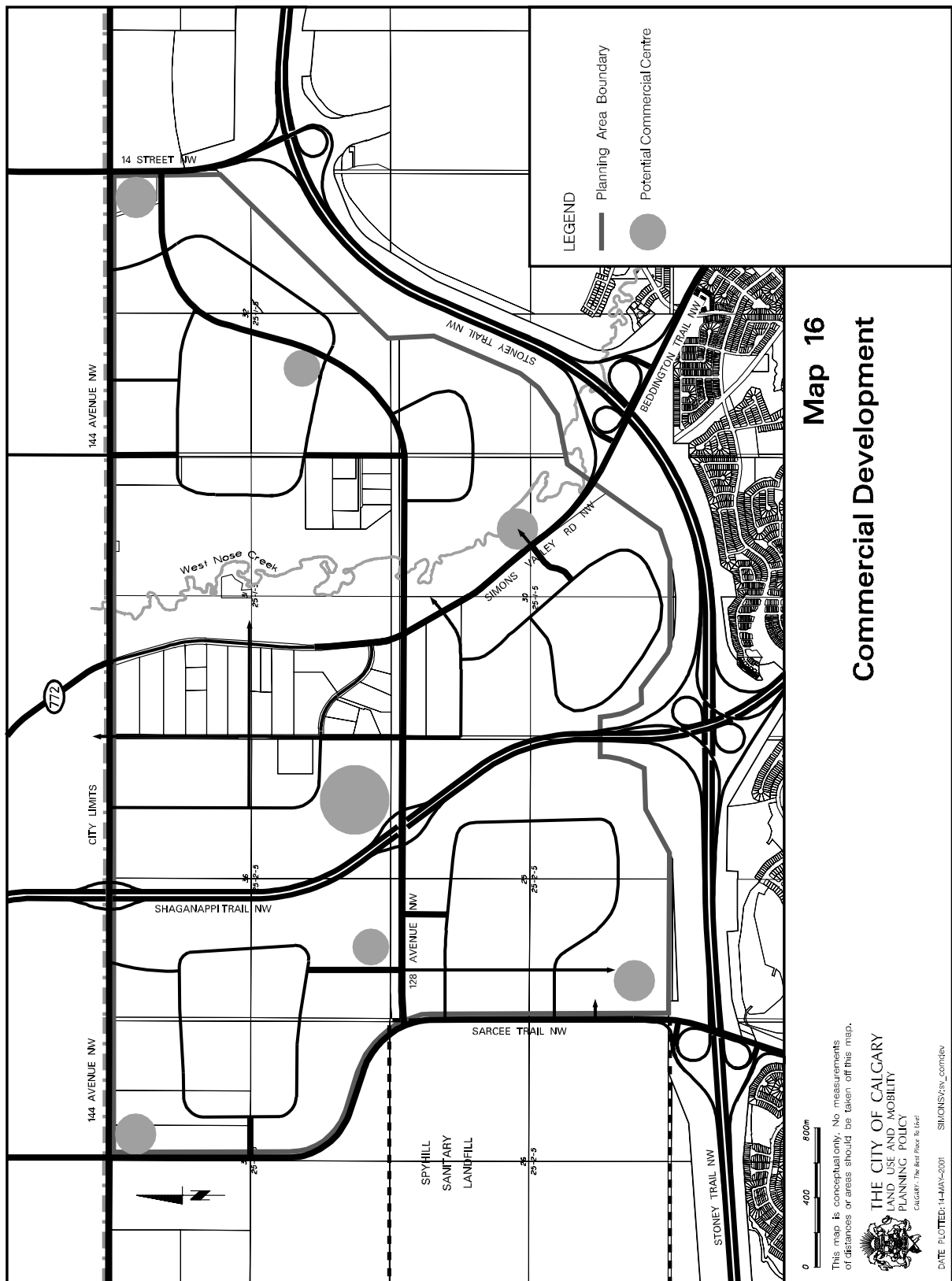
A preliminary assessment of commercial land requirements for the Symons Valley area was conducted by Harris Hudema Consulting Group Limited on behalf of The City. The projections in that study are summarized in the following table:

Table 5: Commercial Land Requirements

Commercial Uses	Floor Area	Land Area
Retail	109 885 m ² (1,182,835 ft ²)	39 ha - 42 ha (97 ac - 104 ac)
Service Commercial	21 977 m ² (236,567 ft ²)	7.7 ha - 8.5 ha (19 ac - 21 ac)
Automotive	---	6 ha - 8 ha (15 ac - 20 ac)
Entertainment	9 290 m ² (100,000 ft ²)	3.2 ha - 3.6 ha (8 ac - 9 ac)
Local	19 565 m ² (210,600 ft ²)	6.9 ha - 8.5 ha (17 ac - 19 ac)
Employment	30 434 m ² (327,600 ft ²)	7.7 ha - 8.5 ha (19 ac - 21 ac)
Total	191 151 m² (2,057,602 ft²)	71 ha - 78.5 ha (176 ac - 194 ac)

13.2 Commercial Demand

A variety of local, sector and regional centres will be required to meet commercial demand within the Symons Valley area. Map 16 shows the proposed distribution of the larger centres. At the Outline Plan/Land Use Amendment stage, a developer will be required to submit detailed marketing, transportation and servicing information as well as a site concept plan to assist in the evaluation of a proposed sector or regional commercial centre.



14.0 UTILITY SERVICES

14.1 Water Works

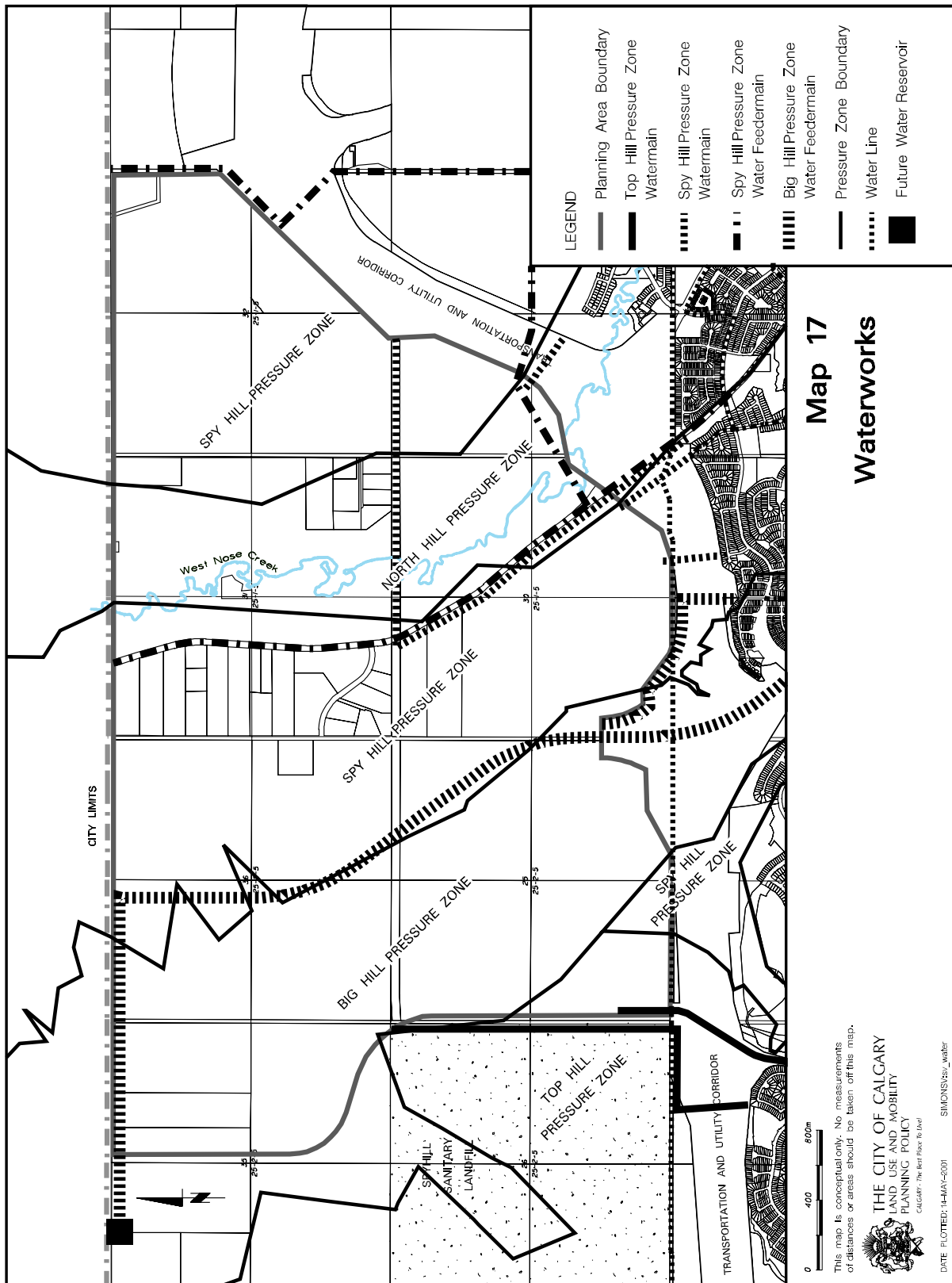
The Symons Valley area spans five-water pressure zones and will be served by three feedermain extensions as shown on Map 17.

A water feedermain is to be extended along Symons Valley Drive NW. This feedermain is located within the Spy Hill Water Pressure Zone and will serve over half of the Symons Valley area.

A water feedermain is to be extended along Shaganappi Trail NW. This feedermain is located within the Big Hill Water Pressure Zone and will serve about one fifth of the lands within Symons Valley west of Shaganappi Trail NW.

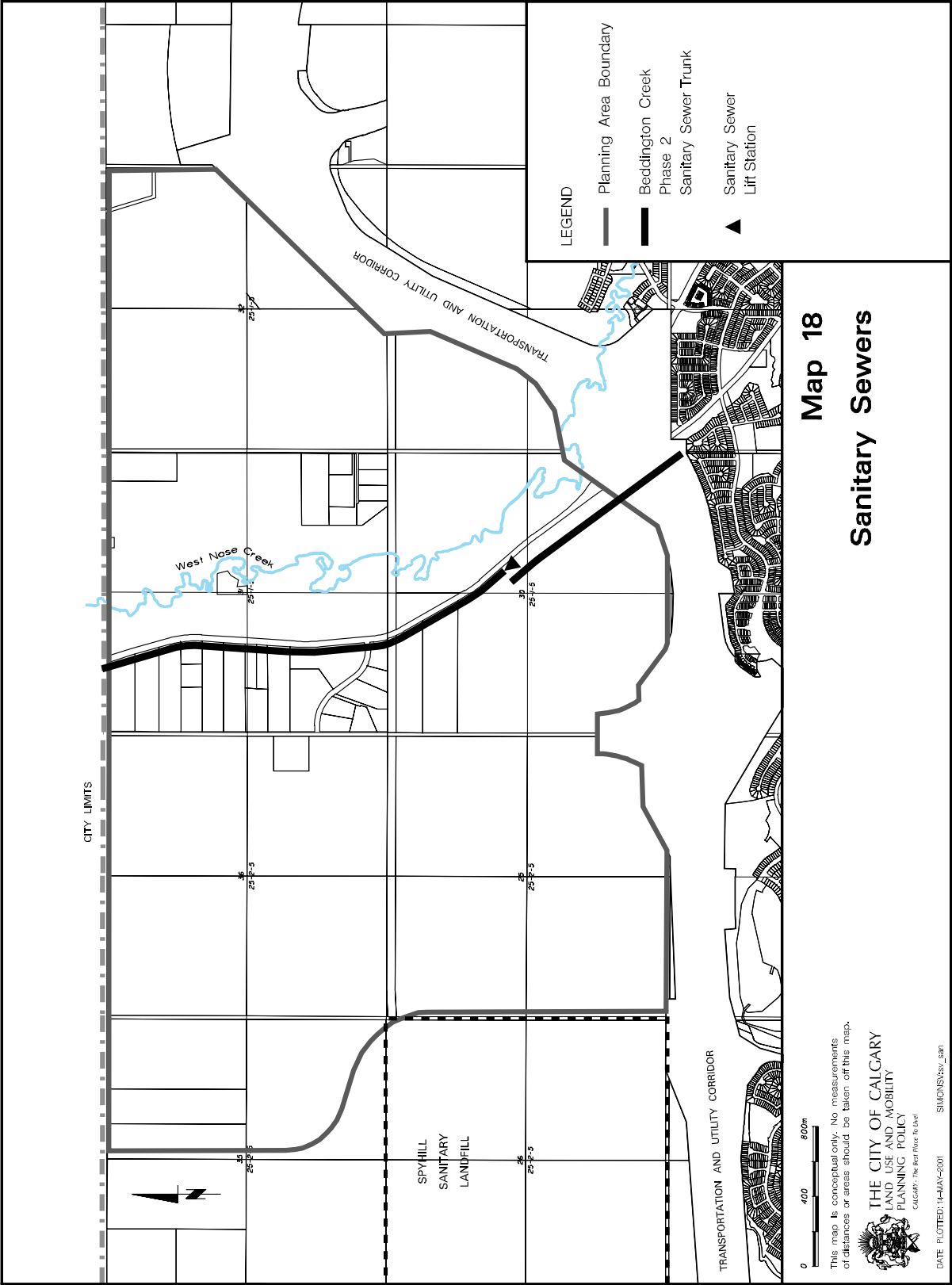
A water feedermain is to be extended from Country Hills Boulevard NW to Stony Trail NW. This feedermain will serve lands within the Top Hill Water Pressure Zone along the westerly side of Symons Valley.

Generally, The City prefers to schedule the extension of waterworks infrastructure so that development takes place no further than approximately one mile from a feedermain. This approach is taken to minimize the presence of stagnant water within the pipes.



14.2 Sanitary Sewers

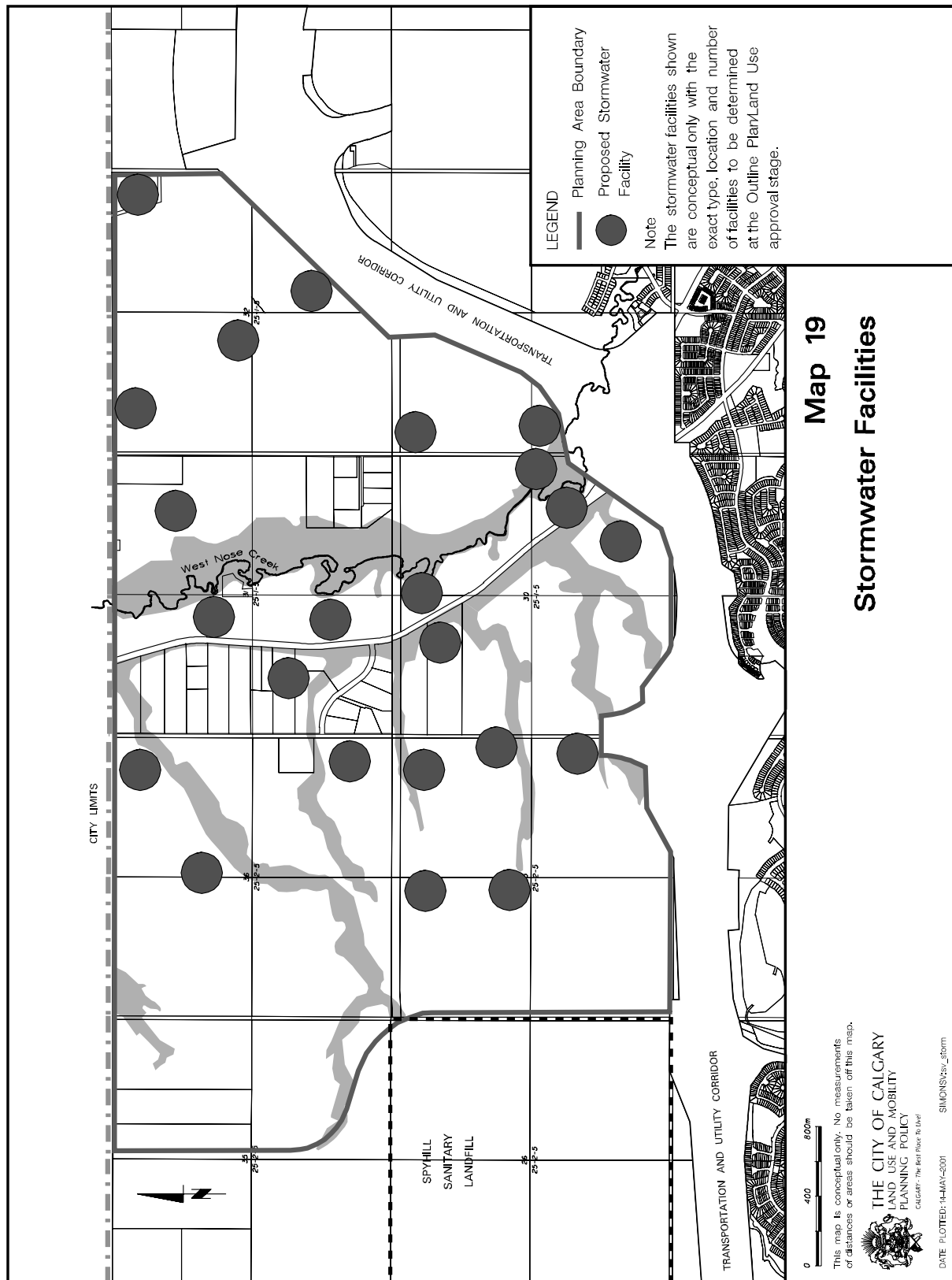
The Symons Valley area will be provided with sanitary sewer service by extending the existing Beddington Creek trunk. The trunk currently ends just south of the TUC. To service lands in the Symons Valley Community Plan area, the trunk will need to be extended across the TUC and to the north. The proposed alignment of the trunk is on the west side of West Nose Creek and because of topography a lift station along the main trunk line may also be required (Map 18). The lands on the east side of West Nose Creek will be serviced by a syphon or lift station across the creek. A detailed sanitary servicing study will be required for the study area with the submission of the first Outline Plan/Land Use Amendment stage, to determine the exact location of the trunk, lift station(s) and syphon(s) in the community of Hidden Valley, north of the north leg of Hidden Valley Drive NW (Map 18).



14.3 Storm Sewers

Storm sewer drainage generated within the Symons Valley area is to be directed into West Nose Creek through a system of stormwater management facilities that the developer will be required to construct in accordance with established policies and standards. The stormwater ponds are shown conceptually on Map 19 and their exact number, location and size will be determined at the Outline Plan/Land Use Amendment stage. Stormwater drainage is addressed within the *Symons Valley Stormwater Master Plan* prepared by Stantec Consulting Ltd.

Stormwater run-off is to be restricted to the rates set by the *Nose Creek Drainage Study* and stormwater quality will be improved in accordance with the requirements of Alberta Environmental Protection. New outfalls will need to be provided and will require the necessary approvals.



14.4 Shallow Utilities

14.4.1 Natural Gas

Natural gas service will be provided by extending feeder pipelines into the planning area from future lines in or nearby Sarcee Trail NW, Shaganappi Trail NW, Simons Valley Road NW and 14 Street NW. Some feeder extensions may cross the TUC in or nearby these routes from south of the TUC. A transmission line may occur within the TUC proper. A future regulating station may occur at or nearby the City Limits and any of the aforementioned streets.

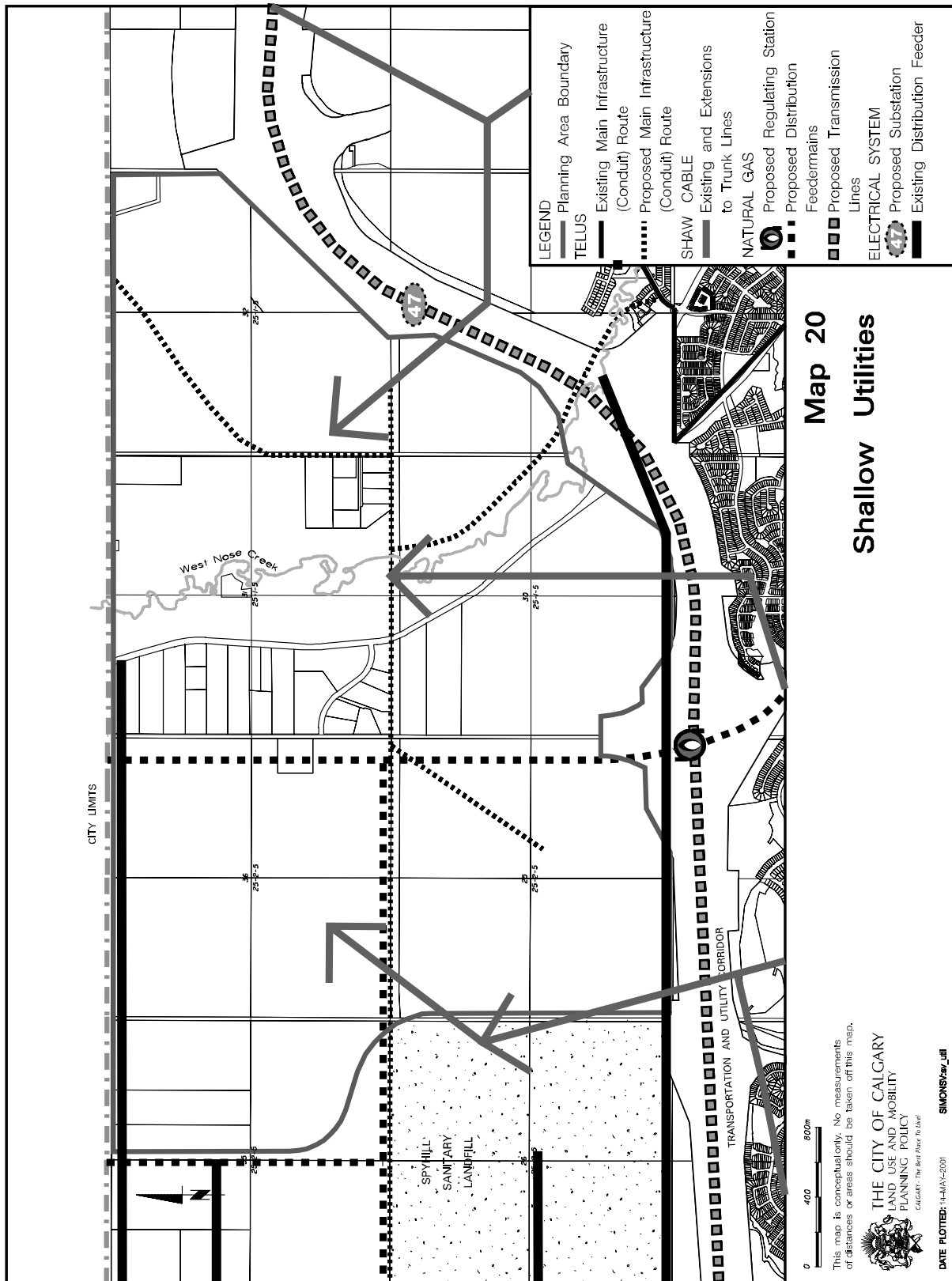
14.4.2 Electrical

Development will be serviced initially from existing 25 kV feeder mains surrounding the community. If required to accommodate development, existing facilities will be relocated at the developer's expense.

As demand warrants, future Substation #47 is proposed within the TUC in the N1/2 Section 29, Township 25, Range 1, West 5th meridian in the south part of the planning area and a number of new additional feeder mains will be required. The exact location of the proposed substation and future feeder mains will be determined in conjunction with future Outline Plan/Land Use applications.

14.4.3 Telecommunications

All telephone and communication lines (cable) will be underground and follow the internal road system. The main Telus infrastructure (conduit) routes follow Beddington Trail NW and 128 Avenue NW.



15.0 URBAN GROWTH

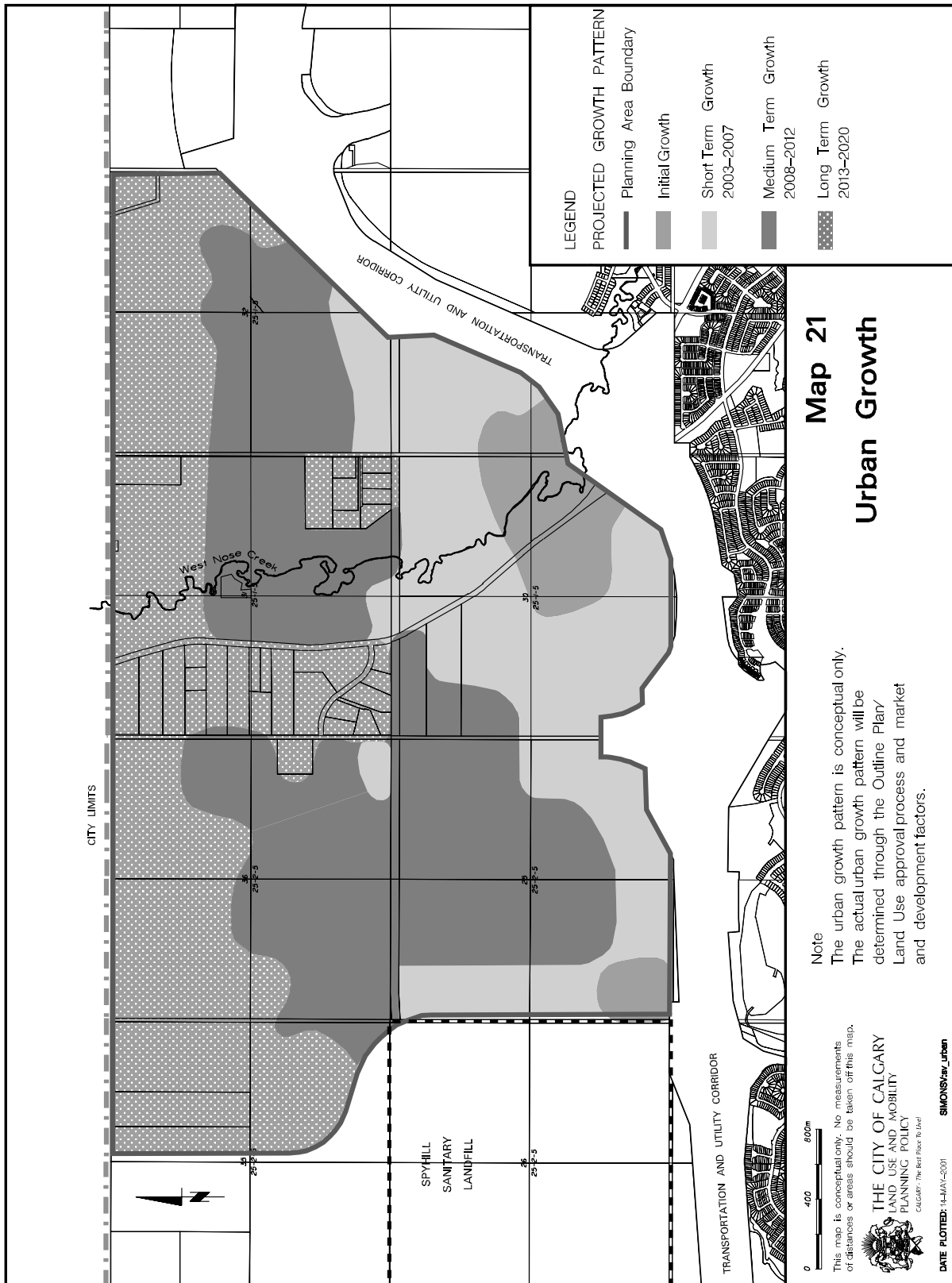
15.1 Timing of Development

It is projected that the Symons Valley area will build-out in approximately a 20-year time period. The estimated short, medium and long-term land absorption rates are depicted on Map 21.

Development will commence at the southerly end of the area, and proceed in a northerly direction with the timing and extent of development dependent upon market demand.

15.2 Infrastructure Requirements

The estimated land absorption rates can be used as a basis for determining on-site roadway and utility infrastructure requirements. A detailed analysis of these infrastructure requirements is contained within the *Symons Valley Growth Management Study* prepared by Stantec Consulting Ltd.

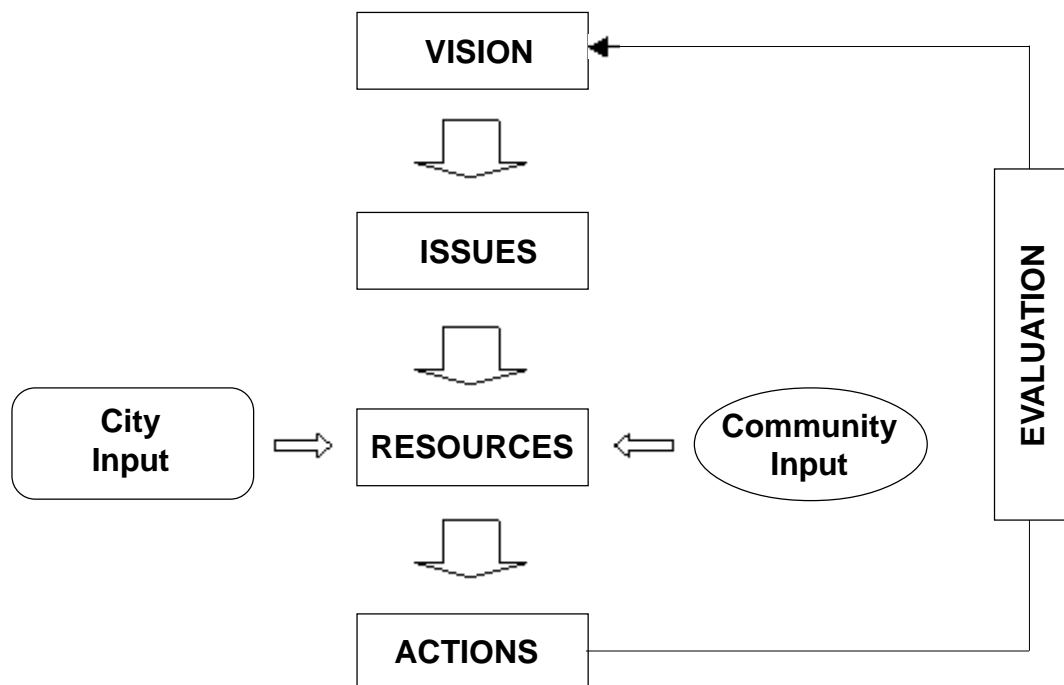


16.0 COMMUNITY DEVELOPMENT

16.1 Community Development Process

An area structure plan (ASP) provides a policy framework to address a wide range of land use, transportation, servicing and other planning matters. However, as a community continues to grow and mature, other physical, social and fiscal issues will emerge. To address these issues a more dynamic approach is required, the foundation of which is a grassroots community development process. The process will assist the residents in establishing a vision, defining its issues, constraints and resources and formulating a plan of action. The framework for this process is shown below and it should generally be undertaken when population levels warrant or where a significant issue needs to be addressed in the community. There is no formal start or finish to the process since issues related to the quality of life in the community are ongoing and subject to constant re-evaluation.

COMMUNITY DEVELOPMENT PROCESS



Adapted from *Working Together with Calgarians:
A Community Development Framework for The City of Calgary*



Glossary



GLOSSARY

Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of the City of Calgary, as the case may be.

Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.

Commercial Centre means a group of commercial uses being primarily retail and personal service establishments located on a comprehensively-designed site with a shared on-site parking area.

Community means a logical physical and social planning area, which is predominantly residential in character is defined by significant natural or man-made features and contains an adequate population base to support schools, parks and community facilities necessary to serve the residents.

Community Centre Site means a site, comprised of reserve land, which is owned by the City but used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Community Park means a public park dedicated as municipal reserve land, which is sized and designed to accommodate active and passive recreational facilities, including multi-courts, ice skating surfaces, creative playgrounds and soccer fields, but does not contain a community centre building.

Council means the Council of the City of Calgary.

Creditable Reserve Land means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the subdivision approval process in accordance with the *Municipal Government Act*.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective to Calgary, and has the potential to remain viable within an urban environment.

Gross Area means the total area of land contained within the property lines of a site.

Gross Developable Area means the gross area of a site, excluding environmental reserve, expressways, freeways and interchange lands, commercial sites greater than 2.4 hectares in size, private recreational sites and any lands purchased by The City or the Joint Use Co-ordinating Committee.

Local Centre means a commercial centre that is located on a site not greater than 2.4 hectares in size.

Multi-unit Residential Use means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment.

Net Developable Area means a parcel of land designated under the Land Use Bylaw for residential, commercial, institutional, recreational or other urban uses excluding any adjacent public road rights-of-way, reserve land or public utility lots.

Secondary Residential Use means a small-scale ancillary residential unit developed in conjunction with a single detached dwelling, and includes a studio suite and an accessory suite.